

THE
RAILWAY GAZETTE

A Journal of Management, Engineering and Operation
INCORPORATING

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DIESEL RAILWAY TRACTION SUPPLEMENT

The January issue of THE RAILWAY GAZETTE Supplement, illustrating and describing developments in Diesel Railway Traction, is ready today, December 31, price 1s.

GOODS FOR EXPORT

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this paper should not be taken as indicating that they are available for export

NOTICE TO SUBSCRIBERS

Consequent on the paper rationing, new subscribers cannot be accepted until further notice. Any applications will be put on a waiting list and will be dealt with in rotation in replacement of subscribers who do not renew their subscriptions

POSTING "THE RAILWAY GAZETTE" OVERSEAS

We would remind our readers that there are many overseas countries to which it is not permissible for private individuals to send printed journals and newspapers. THE RAILWAY GAZETTE possesses the necessary permit and facilities for such dispatch.

We would emphasise that copies addressed to places in Great Britain should not be re-directed to places overseas

TO CALLERS AND TELEPHONERS

Until further notice our office hours are:

Mondays to Fridays 9.30 a.m. till 4.30 p.m.

The office is closed on Saturdays

ANSWERS TO ENQUIRIES

By reason of staff shortage due to enlistment, we regret that it is no longer possible for us to answer enquiries involving research, or to supply dates when articles appeared in back numbers, either by telephone or by letter

ERRORS, PAPER, AND PRINTING

Owing to shortage of staff and altered printing arrangements due to the war, and less time available for proof reading, we ask our readers' indulgence for typographical and other errors they may observe from time to time, also for poorer paper and printing compared with pre-war standards

A New Year of Peak Traffic

THE New Year opens with the British railways operating on a higher level than ever before in their history, and with the prospect of even greater calls being made on them in the near future. The general expectation of military events of prime importance in the coming months will require, for their fulfilment, the maximum use of every facility that the transport system in this country can provide. The year opens also with a spirit of greater optimism than has been possible at any similar time since the outbreak of war, but the demands which have still to be made on those engaged in the widely diversified sections of the war effort are still very great. It may well be that in the coming year greater attention will have to be devoted to the problems which will face the country in the period of transition from war to peace, and in preparation on a longer term for the years to come after the war. In these matters the railways and cognate industries, not only in this country but throughout the world, will be deeply involved. For them the remainder of the war and the years to follow it can bring no respite, although the direction of their energies will call for change. It is towards consideration of the conditions which may then obtain, and the preparation for meeting them with the maximum of efficiency, that the planning of the administrations must now be turned on an increasing scale.

Retirement of Lord Palmer, Deputy-Chairman, G.W.R.

By the retirement of Lord Palmer from the Board of the Great Western Railway Company, the company loses a link with the prosperous times associated with the late 'nineties. At the time of his election to the Board in 1898 Mr. Ernest Palmer (as he then was) had just passed his 40th birthday. He was actively associated with the family business of Huntley & Palmers Limited, whose name is a household word, and, as might be expected from the success which attended the efforts of those who built up the world-wide reputation of the firm, insistence on a commercial as well as collegiate education formed the background of Mr. Ernest Palmer's early days. He had no cause to regret it; his devotion to the affairs of the family business and of the Great Western Railway Company are among the most outstanding features of his life, and such spare time as he had was spent in pursuits which gave pleasure and enjoyment to his fellow men, namely, music and social welfare. How well he carried out these tasks is demonstrated by the marks of recognition which he received. At the age of 48, he succeeded Mr. Alexander Hubbard as Deputy-Chairman of the Great Western Company and he filled that position with dignity and distinction until his recent retirement. His public services were rewarded by a Baronetcy in January, 1916, and his elevation to the Peerage in June, 1933. Lord Palmer's career has been distinguished and his personal achievements and kindness and consideration in relation to his fellow men stand out as milestones in an eventful life.

Group Railways' "Coming of Age"

As was only to be expected, at the "Coming of Age" luncheon held by the railways last week, some reference was made to the future of the lines. Lord Leathers, after paying tribute to the work they had done, warned them that calls made on them would rise to a crescendo as the war in Europe reached its climax. Sir Ronald Matthews and Mr. R. Holland-Martin looked further ahead. The former pointed out that the aim of those responsible for the direction of the railway companies in peacetime was threefold: the finest service to the travelling public and to industry; regular employment at a fair level of wages, and under the best possible conditions; and the payment of a reasonable return on the capital invested. He was confident that if common sense, practical wisdom, and fair play were applied to the transport industry of this country under the stimulating urge of private enterprise and competition by service, it would succeed in forging for the nation an even stronger weapon than ever before. Mr. Holland-Martin reminded Lord Leathers that he was the trustee of the railways' estate, and said that they would expect the trustee to remember that his ward had reached majority in wartime, and to see that the Government of the day, mindful of that ward's service and efficiency in war work, was handed back the property so that the largest transport industry in this country might work out, in friendly competition, such a system of transport as would best benefit the people and the trade of this country.

A Striking Contrast

One of the many points of difference between the railway companies in this country and in the United States of America is the manner in which the latter in recent years have been

able to reduce their capital charges. At the end of this war there is no reason to suppose that the amounts required for the service of British railway capital will be less than they were before the outbreak of hostilities. The *Wall Street Journal* estimates that in the United States railway debts after the war will be over \$3,000,000,000, or about £600,000,000 less than they were in 1941, when they totalled \$12,900,000,000, equal to about £2,580,000,000. This will mean an annual saving of about \$140,000,000 (some £28,000,000) in interest, and will put the American railways in the best debt position they have enjoyed since 1909, when the figure was \$9,800,000,000 (or £192,000,000). Of the savings now being effected, about \$2,300,000,000, or £460,000,000, represents a reduction in American railway debt, as a result of 29 financing reorganisations which have been approved by the Interstate Commerce Commission. The remainder is accounted for by repayment of debts from earnings.

....

Entre Rios Railways Company

Due largely to the internal prosperity of Argentina, the results for the year ended June 30, 1943, showed a substantial improvement, which was achieved despite the war-time hindrances faced by the General Manager and his staff. Ton-mileage was the highest in the history of the company, notwithstanding the shortage of rolling stock caused by the difficulty of obtaining repair material and by the fact that the numerous wagons needed to convey the very large quantity of wood used as fuel were not available for public service.

| | 1941-42 | 1942-43 |
|-----------------------------------|-----------|-----------|
| Passengers | 584,785 | 553,066 |
| Goods, tons | 828,149 | 959,307 |
| Train-kilometres | 2,705,108 | |
| Operating ratio, per cent. | 82.20 | 77.41 |
| | £ | £ |
| Passenger receipts | 196,218 | 226,027 |
| Goods receipts | 651,976 | 798,270 |
| Gross receipts | 1,199,920 | 1,359,786 |
| Working expenses | 986,383 | 1,052,624 |

After allowing for exchange differences of £93,671, the net receipts of £213,491 showed an improvement of £61,448 over those for 1941-42. Since the issue of the previous report, a further 3 years of accrued interest, amounting to £202,234, have been paid on the 4 per cent. debenture stock, satisfying the arrears to March 31, 1942.

....

Post-War Marketing of Tin

The major problem facing the tin industry is to create a market sufficiently wide to maintain producers at a reasonable level of activity. This requires a consumption approaching 250,000 tons of tin annually. The pre-war market for about £30,000,000 a year has to be re-established, and an additional market for upwards of £20,000,000 worth of new tin annually has to be discovered and developed. This is the keynote of a recent report describing a plan by Mr. John Ireland, Director of the Tin Research Institute. The proposed scheme will make use of the resources of a modern scientific organisation, the work of which will be carried to the stage of practical application by research teams working under the guidance of committees representing the principal tin-consuming industries. Information bureaux will be set up in all important tin-consuming centres, and will be staffed by experts who will visit works and put any tin-consuming process into first-class working order in the light of the most recent scientific knowledge. The budget recommended is £300,000 a year, to cover research, development, technical service, and full-supporting publicity. This is about 1 per cent. of the gross annual value of tin sold before the war.

....

Transport in the Sudan

One of the oldest transport routes in the world of which we have any precise information is that provided by the River Nile. In modern times transport in the Nile Valley has been provided by close co-ordination by railway and inland water transport, and both the Egyptian State Railways and the Sudan Railways are very closely linked with river services. One of the most outstanding examples of such close co-ordination between rail and water transport is provided by the war-time activities of the Sudan Railways, which, in peacetime operated 2,614 miles of 3 ft. 6 in. gauge railway, supplemented by 2,325 miles of river steamer services. Some idea of these may be gained from the article entitled "War Transport in the Nile Valley" which we publish this week, page 663. In earlier stages of the war there was a project to link the Sudan Railways with the captured Eritrean Railway by building a link between Tesenei and Agordat, and converting the Eritrean Railway from the Italian colonial gauge of 3 ft. 1½ in. to the Sudan 3 ft. 6 in., but this is in abeyance. It will be recalled that the Italians themselves laid the line between Agordat and Biscia, but afterwards lifted it. The approximate course of this proposed con-

nection is shown on our map (page 662), and it is probable that the work may be completed on commercial and developmental grounds after the war, although the change in the war situation has removed this part of the world from the category of an operations sphere.

....

Zinc Pigment Development Association

An association known as the Zinc Pigment Development Association has been formed, comprising the leading British producers of zinc pigments. The principal object of the association is to encourage and develop the uses, actual and potential, of zinc pigments, particularly by making their properties and applications more widely known and appreciated. The association is strictly non-commercial, and emphasises that it has no interest in price-fixing or similar matters. The founder members of the association are Amalgamated Oxides (1939) Limited, Barking Zinc Oxide Limited, James M. Brown, the Felling Zinc Oxide Company, Fricker's Metal & Chemical Co. Ltd., McKechnie Bros. Ltd., the Newcastle-upon-Tyne Zinc Oxide Co. Ltd., and Orr's Zinc White Limited. Mr. G. H. C. Gundry and Mr. D. J. W. Orr have been elected first Chairman and Deputy-Chairman respectively. The association will work in co-operation with the Zinc Development Association of Lincoln House, 15, Turl Street, Oxford, and its offices are at the same address.

....

Anglo-Chinese Economic Partnership

The Chinese mission headed by Dr. Wang Shih-chieh, which is now visiting London, has held a number of important engagements and has been warmly welcomed. The mission was entertained recently at the Mansion House by the Lord Mayor of London, when Dr. Wang referred to the industrialisation and economic rehabilitation of China after the war. He said that his country would need both capital and technical assistance from Great Britain and its other western allies. Consequent on the abolition of extraterritoriality, China had decided to remove all the restrictions relating to foreign investment, and the way was now clear for full and equal partnership in the economic field. He expressed the hope that more British industrial and social leaders would visit China after, or even before, the war was over, and said that such visits would lead to a new era of Sino-British co-operation. In the rebuilding of China there should be great scope for mutually advantageous co-operation between the two countries. The Chinese transport system in particular has suffered severely during the long war with Japan, and there can be no doubt that the British industries concerned with the provision of railway equipment will play their part once again in helping to build a transport system worthy of the new China.

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Diamond Jubilee of the Permanent Way Institution

Next year will be the Diamond Jubilee year of the Permanent Way Institution, which was founded in 1884 by a body of permanent way inspectors under the presidency of William Lewis Meredith, of the Midland Railway. The original title was the Institution of Permanent Way Inspectors, and the initial object was to further the knowledge and experience of that important body of men in their daily work. After 60 years of work this principle is still its main feature, although the association has changed its name (in 1895) to the Permanent Way Institution and has widened its scope. Full membership is still limited to inspectors engaged in the railway civil engineering service, but many Chief and Divisional Engineers, as well as their general assistants, are Fellows or Associate Fellows. Gangers and plate-layers in large numbers fill the ranks of Associate Members. It is believed that the institution is unique in thus welding in voluntary association all ranks of the railway civil engineering service. As we have previously recorded briefly, the Council of the Institution has set up a small committee to deal with the celebration of the Diamond Jubilee in as fitting a manner as wartime conditions will allow.

....

The Use of Soldiers on Railway Maintenance

Organised labour very naturally regards with distrust the use of the Armed Forces, with their relatively low rates of pay, for any engineering works which are not specifically military, and the recent action of the Canadian authorities—understandable though it is—in employing conscripts of low medical categories on railway development, operation, and maintenance, has already brought forth protests from the labour leaders in Vancouver, where 11 soldiers were employed on permanent-way repair work. Such employment is authorised under an Order-in-Council which was announced in Canada on November 13. This says that orders given in connection with such railway work shall be lawful orders of a superior officer. The men remain under mili-

tary law and discipline, and are entitled to military medical and pension facilities. Provision is also made for additional pay in certain circumstances (as recorded this week, page 669). Although arrangements are now being made at Canadian Defence Headquarters for the application of the Order to works in some localities, it is not believed that the Order will be applied generally throughout Canada, but only that its powers will be available for emergency use.

♦ ♦ ♦ ♦

Increasing Single-Line Track Capacity

During the war a good many permanent way engineering schemes have been carried out on the British main-line railways, with the object of improving traffic facilities. From time to time it has been possible to give details of some of these works, and a number of them present unusual and interesting features. An article elsewhere in this issue gives details of the manner in which a considerable increase was effected in the capacity of a 25-mile single-line track on the Great Western Railway. This line connects two important main routes, and hitherto it had not itself had to carry a heavy traffic. It was not practicable to lay an additional track throughout the whole length and accordingly it was decided to allow the line to remain a single track and to increase its carrying capacity by additional crossings facilities and improvements. Loops were lengthened and three additional loops were constructed. The distance between loops is now nowhere more than about 2½ miles. The line from the junction at one end was doubled and near the other end an entirely new connection was made with the line of another company, where the latter crosses the G.W.R. line on an overbridge. New and re-sited signal boxes were erected, and the whole works were completed within eight months.

♦ ♦ ♦ ♦

Another Use for a Track Magnet

The track magnet of recent years has become well-known as an element in several types of intermittent automatic train-control; and, under the general name of inductor it has taken various forms. Permanent magnet inductors, seen in the A.T.C. system now operating on parts of the L.M.S.R. and L.N.E.R., realise the aim of some of the early inventors of cab signals who, with far less efficient products than are now available, sought to use the magnetic field to bridge the gap between track and train. Another use for this arrangement was described in the paper on the Wirral lines electrification recently read by Mr. C. E. Fairburn, Acting Chief Mechanical Engineer & Electrical Engineer, L.M.S.R., before the Institution of Civil Engineers. At Birkenhead Park Station, where the Mersey and Wirral lines connect, it is necessary to make arrangements for trains to pass from the insulated return-system of the former to the earth return-system of the latter, and to ensure the correct automatic functioning of the special contactor mechanism on each motor coach. Permanent magnet inductors are placed in the 4-ft. way at selected locations on the approach lines, and, through receivers on trains, act on relays connected in the multiple-unit controller circuits, to prevent any undesirable effects on running from one zone to the other.

♦ ♦ ♦ ♦

Removal of Ashes from Smokeboxes

Considerable interest attaches to the experimental apparatus for ejecting ashes from smokeboxes, patented jointly by Mr. T. W. Royle and Mr. P. McCallum, and now being tried on 4-6-0 engine No. 5435, one of Sir William Stanier's two-cylinder series (see p. 664.) The most striking feature of the device is the bold manner in which a new principle (as far as is known) has been adopted, namely, the wetting of the ashes within the smokebox itself, before their removal at the end of a run. The discomforts of flying dust and intense heat now attending ash removal may now, we hope, be abolished. Attempts in the past to deal with the problem of ash disposal have either taken the form of hoppers or baffles in the smokebox, or vacuum plants at sheds. The inherent disadvantages of the former, and the expense of the latter, are considerable drawbacks; the tendency, too, to install vacuum plants only at a few selected points severely limits the achievement of the desired results. The new apparatus, however, can be fitted to every locomotive; and if its trials are successful, a difficult problem will have been solved. The task will then be to persuade those responsible to authorise its provision on all the company's locomotives; for devices of this kind, if universally fitted, are recognised and appreciated by those who will use them far more than if they are confined to a few selected engines, where (in surveying the locomotive stock generally) any advantages they yield will be swamped by the non-existence of the device on the bulk of the company's engines.

British Railways in Peace and War

AT the present time the four main-line railway companies of Great Britain have achieved two distinctions. They are celebrating the twenty-first anniversary of their formation on January 1, 1923, under the amalgamation provision of the Railways Act, 1921, and they have successfully withstood the calls made on them throughout nearly 4½ years of war, during which passenger and goods movement in this country has broken all records. Much that the railways have done in the service of the nation during the present struggle must necessarily remain veiled until after the return of peace, but in an excellently-produced and profusely-illustrated brochure,* which has just been produced by the Publicity Committee of the Railway Executive Committee, some of the outstanding achievements of the railways are shown and a great deal of hitherto undisclosed information is made known. In a number of respects the brochure, which will be available to the public early in the New Year, takes railway statistics a step further than has been possible since it was decided at the outbreak of war to discontinue the practice of publishing each year full details of the operation of the companies.

One reason for the efficiency of the British railways during the present war has been the steady and progressive policy of improvement pursued for many years. The programme of new works and reconstruction which the main-line railways carried out between 1923 and 1938 involved, together with the schemes carried out up to the end of last year, an expenditure of no less than £450,000,000. The two main items of outlay in this total were £170,000,000 on rolling stock, and nearly £100,000,000 on permanent way. Between 1923 and 1942 some 23,000 miles of track were completely renewed. In the sixteen years before the war 350 new stations and 40 new goods depots were built, and new branch and loop lines, sidings, and marshalling yards were constructed, and tracks were doubled and quadrupled. The increased capacity which these works provided enabled the railways to handle the traffic with greater speed and efficiency. The railway steamer fleets were completely modernised and new vessels, such as motor carriers and train ferries, were built to cater for special traffics. In all some £7,000,000 was expended on railway steamship developments.

In carrying out their programme of improvements, the railways sought to exercise true economy—that is, reductions in cost by finding a better way of rendering the same, or improved, service as distinct from variations in prices of labour and material. This resulted in reductions in capital totalling £23,000,000 for the period 1923 to 1942, apart from capital replacements, and in another direction it has called for ingenuity in finding new and improved methods of working and organisation, inventiveness in improving existing equipment and in devising new.

In considering the outstanding achievements of the railways during the war period, it is necessary not only to measure the total work performed, but also to consider the conditions under which it is being undertaken, and the factors which have made possible the successful fulfilment of the work. Since the outbreak of war the miles run by trains operated by main-line railways, by the end of 1942, had reached 1,265 millions. In performing this task, locomotives ran 1,870 million miles. Main-line railway passenger travel in 1942 totalled 30,000,000,000 miles, an increase of 50 per cent. on pre-war. At the same time there has been a reduction of 28 per cent. in the mileage run by passenger trains, so that the loading of the trains is more than doubled. The records for 1943 show that there has been a further increase in travelling. Figures for the fourth year of war compared with 1938 shows the great increase which has occurred in the movement of freight over the railways. The miles run by loaded freight wagons totalled 3,980 millions, or 32 per cent. over the last year before the war. Locomotives have spent in a year 7,000,000 (or 11 per cent.) more hours in traffic, and the number available for work, to the end of 1942, had increased by less than 1 per cent. Nearly a million loaded wagons are being forwarded on the British railways every week, and, compared with 1938, the miles they travelled increased in 1942 by nearly a 1,000 millions. Loads in wagons carrying all types of traffic are heavier by 9 per cent. and each freight train on the average carries three more loaded wagons, an increase of 13 per cent.

The changing flows of traffic, the increase in imports, and so forth, together with the shortage of manpower, have created many new problems for the railways, and there has been a general shortage of wagons. A recent test showed that 87,000 wagon days were being lost by wagons standing waiting to be loaded or unloaded for more than 48 hours. Of the coal mined

* "British Railways in Peace and War." Issued by the British Railways Press Office, Waterloo Station, London, S.E.1, price 1s.

in Great Britain 80 per cent. is carried by the railways, and in 1942 this amounted to 160,750,000 tons. In 1938 some 20 per cent. of the 227,000,000 tons of coal mined was exported. Today the percentage is only 3.26 per cent. Export coal involved short rail hauls, and much longer hauls are needed to feed the home market, where the balance of export coal now goes. The average haul has risen from 46 miles before the war to its present figure of 63 miles. The mining of opencast coal resulted in an output in 1943 of 160,000 tons a week, and the target set for 1944 is 550,000 tons a week. To cope with this additional tonnage, and with future development, sidings and loading docks have been extended. At approximately 250 places the railways have provided sites or other facilities, for stocking coal, including the laying down of sidings and in addition to carrying the coal.

Some interesting details are given of new construction of rolling stock and so forth. It is shown that from the outbreak of war to the end of 1942, the number of locomotives built in the railway workshops was 587; outside contractors supplied 50. During 1943 some 212 engines were scheduled to be built and those contemplated for 1944 number 411. There are 251 "austerity" locomotives built by outside contractors, working on the railways, and some 400 American engines are temporarily in service in this country. War strain is having its effect on the locomotive repair position, and the number of heavy repairs now required is some 20 per cent. greater than in pre-war years. To meet the position, working hours have been increased, additional staff recruited, more machine tools acquired, and temporary reductions made in locomotive construction. These, and other measures adopted, are having their effect, and there is a reasonable prospect of the target of not more than 5 per cent. locomotives under or awaiting repair in the shops being achieved. At the present time the figure stands at 6.3 per cent. Since the outbreak of war the railways' stock of wagons has increased by 28,131, and it is expected that 13,330 will be built in 1944. Over 32,000 railway-owned wagons are being repaired each week. It is stated that, of the trains which went overseas before the collapse of France, 144 vehicles were lost.

In improving the signalling and communication system, the railways have introduced, against breakdown of physical circuits, a complete radio network, with 42 fixed stations and with 40 mobile road or rail sets. These stations have facilities for intercommunication, not only between centres on each railway, but between radio stations operated by all the railways. The railways have cut their stores requirements to a minimum; their annual purchases now amount to some £53,000,000. To conserve timber reinforced concrete sleepers and sleeper blocks are being used, and altogether, on running lines and on sidings, 33,810 concrete sleepers and 772,200 sleeper blocks are in service. The wartime annual purchase by the railways of timber is less by 3,873,000 cu. ft. than in peacetime; ballast is less by 570,000 tons; rails less by 84,000 tons; bricks by 3,621,000; and paint by 5,300 tons.

Since the beginning of the war 10,000 attacks have been made on the railways. With the exception of Coventry, probably the most bombed section of line was one of 2½ miles near London, which had 92 attacks in a period of nine months. The experience of Coventry in the attack on November 14, 1940, was without precedent, and one that called for the resource of the railway engineers to restore communications. In the city 600 incidents were reported, and of these no fewer than 122 were on railway property. Stations, junctions, main and branch lines, bridges and viaducts were hit; one 3½-mile stretch of line received 40 high-explosive bombs. So well did the engineers and the gangs do their work that by the evening of November 16 the Coventry-Birmingham, and Coventry-Leamington lines were clear. Damage to other lines was more severe, but by the end of the month working everywhere was normal.

At the outbreak of war the railways owned 130 steamers, with an aggregate tonnage of 176,145. Of these 92 have since been chartered by the Government for varying periods, and 23 of them have been lost since the war began. The railways own and manage 53 hotels, which provide accommodation for over 8,000 guests. Sixteen other hotels are owned by the railways but not managed by them. Three hotels have been closed during the war and 14 have been requisitioned, and are being used for hospitals, and as headquarters for Service departments. Twenty-three hotels have been damaged by air attack.

The brochure contains an interesting section entitled "To Unknown Destination," describing the movement of an army. It explains the working of a scheme under which men, equipment, and stores, is carried out, based on experience of previous expeditions. It gives a remarkable insight into the skill, foresight, and detailed planning required for operations which at this time have a very topical interest. Another informative section of the brochure deals with extensive control, and covers

the planning of transport strategy and inter-railway working. Among the many excellent illustrations, a two-page plate in colour includes a number of well-known types of modern British locomotives in distinctive colourings.

The publication is in every respect an outstanding production, and ranks among the best of the brochures which have been published on the aspects of the war. It is no less interesting because it is concerned with a fundamental factor in the efficiency of the home front. All who have been associated with its compilation and preparation, are to be congratulated on an achievement which should do much to advance knowledge of the part played by the railways in the life of the nation during peace and war.

Coal Storage May Help Transport

IT is not generally recognised that the war is responsible for a feature in connection with the transport and distribution of coal class traffic which might usefully be studied to see if any lessons can be learned by the parties concerned for mutual benefit after the war. This feature relates to the building-up by consumers during favourable periods of stocks of fuel for use when consumption is heaviest and when supply and transport problems are likely to be difficult. To cater for the exigencies of modern warfare the Government through the responsible Ministry arranged for reserve dumps of coal at strategic points, encouraged industrial concerns, public utility undertakings and the like, to build up reserve stocks of fuel, and advised householders to lay in, within certain limits, supplies of coal and coke in summer so as to ease the position in winter.

The stocking in Government dumps was intended primarily as an insurance against temporary interruption of supply due to possible enemy action. Municipal undertakings adopted a similar arrangement. In view of their responsibility for certain essential services, and a duty to domestic consumers, this was, in the early days of the war, a wise procedure in view of the then unknown measure of enemy blitz activity. When the war is over, the need for these dumps will disappear, but it would be idle to pretend that meantime there are no disadvantages, not the least of which is the costly handling, putting down and picking up. In the crude form of dumping which wartime stringency imposes, the coal occupies valuable superficial area in relation to the tonnage dumped. The transport from wagon to dumps adds extra cost, but probably the most valuable experience gained is in the method of this transportation in some instances, namely, by four-wheel tipping motors such as are used by building contractors, which have performed useful work, and the use of which might well be considered as a rapid, simple means of coal clearance and delivery for certain classes.

In some instances the advantage of a feeling of greater security in carrying enough stock to last through the depth of winter may not be lost on those industrial or other undertakings which could have made better provision in their lay-out to hold more ample supplies of fuel. In peacetime some are content to allow their reserve or marginal stock to stand in wagons, and others live from hand to mouth, relying on their suppliers turning out their requirements currently, and on the railway companies giving unfailingly quick transits. Unfortunately, the latter, with the best of intentions even under peacetime conditions, particularly in the winter months, to some extent are at the mercy of the elements, and fog, snow, and the worst weather conditions usually occur when coal traffic is at its highest.

In connection with domestic fuel, great benefit can be derived from enforced wartime experience, but into the matter enter also the coal selling, station terminal, wagon user, housing construction, rail transport, and road delivery arrangements. Probably only those more intimately connected with coal transport on the railways realise the problem they have to face in peacetime, particularly in winter, of meeting the requirements of merchants whose clientele consists entirely or largely of city, suburban, flat, and tenement dwellers who can accommodate little beyond current needs. In times of dislocation during bad weather the problem is not rendered any easier on account of the multiplicity of coal merchants at many places.

Over a period of many years the railway companies have had to build up an elaborate organisation to regulate domestic coal supplies and ensure that a destination point is not full of wagons for one coal merchant when another is crying out for his own particular brand of coal and is being harassed by customers whose holding capacity is limited to a few hundredweights. To some extent this situation is met by the coal merchants stacking coal in station yards, etc., in summer and drawing thereon in winter, but this does not always fully cover the position.

It is impossible to measure the relief which this stocking of reserve supplies by householders, firms, and institutions, means

to the railways at the present time, but it must be considerable when viewed in the aggregate throughout the country. There must be material benefit to the passage of the additional and more essential war production requirements. Here then is an interesting feature for post-war planners to consider—architects and builders in ensuring that every dwelling has ample coal-holding accommodation, firms and institutions in providing for adequate stock facilities in reconstruction, and the railways by propaganda and persuasion in pointing out the mutual benefits to themselves, the trade, and the consumer.

◆◆◆

Southern Railway Assessment

THE Railway Assessment Authority, after hearing and determining representations, recently has completed the part of the third railway valuation roll which relates to the Southern Railway. The new figures are now to be inserted in the local valuation lists, and, when so inserted, will operate (subject to appeal, if any) for the five rating years 1941-46. The total net annual value of the company's undertaking as a whole is £1,339,806, an increase of about 16½ per cent. on the total in the second roll. In completing this part of the third roll, the Authority has rejected the representation made by the London County Council that the total of £1,339,806 is not estimated in accordance with the provisions of the Railways (Valuation for Rating) Act, 1930, is incorrect and inadequate, and should be altered to a figure of the order of £3,300,000. In a written decision, circulated to each county borough council and county valuation committee, the Authority sets forth the submissions made on behalf of the London County Council and deals with the circumstances in which, in the case of each of the amalgamated railways, the Authority and the companies reached agreement upon a net annual value *in cumulo* involving a general increase of approximately 16½ per cent.

The figures of net annual value originally arrived at by the Authority, for the four companies were put forward as those which might reasonably be hoped to be established on any contest and which, in the opinion of the Authority, could not be said to be unreasonable by the general body of ratepayers or by the companies. These figures were:—

| | | | |
|----------|-----|-----|-----------|
| L.M.S.R. | ... | ... | 2,363,111 |
| L.N.E.R. | ... | ... | 1,283,743 |
| G.W.R. | ... | ... | 1,572,818 |
| S.R. | ... | ... | 1,744,432 |
| | | | 6,964,104 |

When these figures were discussed with the companies, divergencies of view on important topics became apparent, e.g., as to the percentage on the tenant's capital, and also as to the rate of depreciation to be used in calculating the value of the tenant's chattels. A further divergence of view arose on a claim by the companies for an allowance to the tenant—additional to the allowance by way of percentage on his capital—in respect of receipts alleged by the companies to be earned without the use of the tenant's chattels. The claim on this head related, in the main, to receipts estimated by the companies to amount in gross in the five accounting years, 1935-39, to several millions of pounds, in respect of the carrying of coal in owners' wagons. After further discussions with the companies it was agreed that the net annual values of the undertakings of the respective companies in the second roll should be increased by a uniform percentage (*i.e.*, by the percentage of increase which £6,000,000 bore to the second roll aggregate of £5,150,000—approximately 16½ per cent.). In these circumstances the Authority considered that this arrangement would not be unfair to the general body of ratepayers, and accordingly regarded the figure of £1,339,806 so arrived at for the Southern Railway as one that might properly be inserted in the draft third roll relating to that railway.

For the relevant accounting years the average net receipts of the Southern Railway were £5,328,436. It was contended for the London County Council that a net annual value of £1,339,806 based on those receipts could only have been arrived at by using an inflated valuation of the tenant's chattels or by allowing interest and profit thereof at unreasonably high rates, having regard to present interest rates, the elimination of risk because of the taking over of the undertaking by the Government, and for other reasons. Counsel for the L.C.C. also put forward views and made submissions for the consideration of the Authority upon such matters as the charges against revenue in respect of the building up of renewal and sinking funds and asked for an expression of the views of the Authority upon his submissions. It is stated by the Authority that these matters had been before it and had been considered. It was also submitted for the London County Council that the valuation was wholly inconsistent with facts revealed in the published accounts of the railway company and the market value of its assets as reflected in Stock Exchange quotations.

Leopoldina Railway Company

AN increase of £217,379 or 15.59 per cent. in gross receipts is shown in the report for the year 1942, but expenditure advanced by £219,568 or 17.66 per cent. To the net receipts of £148,424 is added a credit of £24,061 for interest, income tax recovered, etc., but £24,898 has to be deducted for premium on conversion of debentures, transfer to reserve for redemption of debenture stock, etc., leaving £147,587 available to meet the liabilities of £376,840 postponed under the scheme of arrangement; and thus resulting in a loss for the year of £229,253. Passenger numbers increased by 5.14 per cent., and passenger receipts by 15.64 per cent. Parcels and baggage tons increased by 4.24 per cent., but the advance in receipts therefrom was as much as £31,062 or 24.88 per cent. In goods and livestock tonnage the increase was 5.05 per cent., with an improvement in receipts of £118,287 or 13.54 per cent. The higher percentage of increase shown in receipts was largely due to tariff increases. In addition to the general rate increase effective from March 1, 1942, a general rationalisation in the rating system was adopted in October, 1942, by the incorporation in the basic rates of sundry accessory charges, in order to make a further upward adjustment. The full benefit of these increases is accruing during the present year. Coffee-carriages, once the mainstay of the company's traffic, were the lowest on record, amounting to only 80,248 tons, a decrease of 47,348 tons, or 37 per cent., on 1941. Receipts from this commodity formed but 7 per cent. of the gross receipts, as compared with 30 per cent. in the peak year 1929. Some operating figures follow:—

| | 1941 | 1942 |
|------------------------------|------------|------------|
| Passengers, number | 29,135,685 | 30,632,647 |
| Goods and livestock, tons | 2,018,405 | 2,120,295 |
| Operating ratio, per cent. | 89.20 | 90.79 |
| Passenger receipts | £ 372,530 | £ 430,796 |
| Goods and livestock receipts | 873,782 | 992,069 |
| Gross receipts | 1,393,983 | 1,611,362 |
| Expenditure | 1,243,370 | 1,462,938 |
| Net receipts | 150,613 | 148,424 |

Of the increase of £219,568 in expenses £106,308 was attributable to fuel. Imported fuels were some 17 per cent. more costly than in 1941, and 68 per cent. more than in 1940, and prices of wood fuel rose by no less than 40 per cent. Expenditure on wages increased by £37,000, or 6.3 per cent. Other factors of increased expenditure were greater transport demands, the higher prices of materials generally, and, in some degree, uneconomic working due to the use, in the absence of essential materials, of less efficient substitutes.

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The Cleaning of Locomotives

IN an age which will go to the most elaborate lengths to save human labour it would seem highly desirable to question the cleaning of locomotives as now practised—or rather, as practised before the war. The technique usually applied consisting of a swarm of youths clambering over the engine's flat and curved surfaces and pursuing their calling by means of intensive rubbing with rags and cloths, appears rather primitive when viewed from the standpoint of modern mechanical progress.

What is the substitute for this extensive manual labour representing a considerable number of man-hours per locomotive under conditions which are not always of the best? It will be many years before the steam locomotive becomes defunct, and until that time we shall be faced with the necessity of removing the dirt from these great black and coloured shapes. One can scarcely hope that jets of high-pressure water or chemical components will remove grime and grease, but it is not beyond the bounds of possibility to suggest that the application of hot-pressure water, together with rotating spring-applied brushes, might even cope with the peculiar and irregular contours of the patient.

It is often observed that after the initial reaction of the human mind, which naturally says "impossible," there comes a period when the scheme is being thought out, and who knows but that this short article may inspire some genius to set in motion ideas which will eliminate the word "cleaner" from our railway jargon.

While on this subject, we confess to having been very startled just lately. It was the sight of a G.W.R. locomotive at Banbury with the morning sun reflected from a gleaming safety valve casing and the copper chimney band in all its pristine glory, polished and beautiful to behold. Amid the murkiness of present-day locomotives this was indeed a refreshing spectacle, and one may assume quite fairly that the foreman cleaner had read some really good news in the paper and was out to show us how things would be in the near future. Or was it the Eton boys?

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

Education and Transport

22, Holland Road, Wembley,
Middlesex. December 17

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—As a very interested and regular reader of your periodical, and having an added interest because transport is my living, I am often intrigued by the inclusion or exclusion of the subject's educational history in the details given in the Railway News Section in the Personal column. It does appear that should the subject have been educated at Eton, Harrow, or any lesser public school, this fact is always mentioned, and one imagines that the absence of any comment on education implies that the individual is the more to be commended because he has progressed in spite of initial disadvantages.

Do you not think that, once a man has reached the stage in transport when he qualifies for mention in your Personal column, that his childhood education has ceased to matter as an event in his career, unless in the course of it he has gained the right to one or more of the recognised degrees which stamp him as a possessor, in his youth, of outstanding educational knowledge? Alternatively, for your informative purposes would it not be better to omit all reference to education?

Yours faithfully,
ERIC H. PERCIVAL

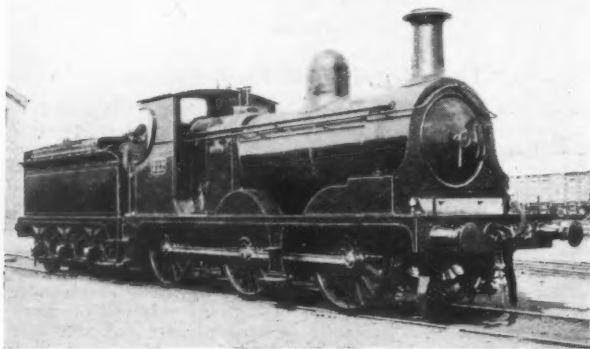
Mr. J. G. Robinson's Locomotives

13, Montague Road, Boscombe,
Bournemouth. December 18

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Though the locomotives designed by Mr. Robinson for the Great Central Railway are well known, some details of his earlier work with the Waterford & Limerick (later Waterford, Limerick & Western) Railway may be of interest. As I was living on this railway during the period of its independent existence, some years before 1901, I was very familiar with the locomotives, and drove them on a few occasions.

Mr. Robinson came to the line in 1884 as assistant to Mr. Henry Appleby, and on the retirement of the latter in 1889 became Locomotive, Carriage & Wagon Superintendent. His



first design of locomotive was a 2-4-0 passenger engine, No. 10, *Sir James*, named after the Chairman, Sir James Spaight; it was built by Dübs in 1889, cylinders 17 in. x 24 in., coupled wheels 6 ft.; in the 1891 report it is mentioned that this engine had then run 91,714 miles without repairs, twice the distance that was normally run by the other engines on the line; the company had just over 40 engines at this time, but some of them were rather a scratch lot. No. 10 was followed by seven more engines of the same class in the succeeding five years, and, as well, Mr. Robinson designed a 0-6-0 goods type, of which ten in all were built; the last three had Belpaire fire-boxes; these had a marked similarity in appearance to his later Great Central Railway goods engines.

A development of the 2-4-0 type, but provided with a leading bogie, appeared in 1896; three were built by Kitson, and were to have been followed by seven more but for the amalgamation with the Great Southern & Western Railway in 1901; they were among the most handsome engines on any Irish railway, and like Mr. Robinson's other types it was a case of "Handsome is that handsome does," as they were very well suited to the traffic on the line.

At the same time Kitson supplied four 4-4-2 side-tank engines, mainly for use on the northern extension of the line to Sligo, which was opened in 1895; it was then that the company assumed the more comprehensive title of "Waterford, Limerick & Western Railway." Some excellent carriage stock, some of the bogie pattern, with lavatories and electric light, was also designed by Mr. Robinson, so that when he left the line for Manchester in 1900, the rolling stock, then including 58 locomotives, was mostly of modern type; the older engines were down for early replacement or rebuilding. It cannot be said that the new owners, the Great Southern & Western Railway, improved their appearance, as the names and a good deal of the brasswork soon disappeared; still it is worth recording that 16 of Mr. Robinson's engines are still at work on the Great Southern Railways (Eire), having given upwards of half a century of useful service; their appearance, however, has been very much altered in rebuilding.

It is interesting to note that the 2-4-0 engines already referred to had both inside and outside bearings to the leading axle, the first instance, I believe, where such an arrangement was used.

I am enclosing a photo of No. 222, Great Southern & Western Railway, originally No. 2, W.L.W.R., taken soon after the engine was renumbered, and showing it in its original state; this was the last engine built for the W.L.W.R.; it came from Kitson in 1900, though two similar engines on order was transferred to the Midland Great Western Railway of Ireland in 1901; the cylinders were 17 in. x 24 in. and coupled wheels 5 ft. 2 in.

Yours, etc.,
H. FAYLE

American Travel

London, N.W. December 27

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The Scrap Heap in your last issue contained a paragraph about the Santa Fe Railroad based on Mr. Bernard Newman's "American Journey." I have just read the book and summarise below the author's comparison of rail travel in America and in this country.

(a) "Americans regard their railways with rare affection . . . they demand and get a remarkable railway service."

(b) "There is a higher degree of comfort in American trains."

(c) "While the facilities (in Pullman cars) are not quite so complete as in our first class sleepers—especially in that undressing requires almost acrobatic contortions—the bunks are exceedingly comfortable."

(d) "The American dining cars beat ours hollow. Indeed the whole question of British railway refreshments ought to be the subject of urgent reforms immediately normal conditions are resumed."

(e) "Equally efficient are the arrangements for handling luggage."

(f) "British railways have been complaining for years that road transport is robbing them of legitimate revenue. The answer lies in the provision of a service so efficient that people want to use it."

Now Mr. Newman's mission was to see America and he was in a hurry. May a leisurely person make a few comments on his hasty conclusions.

(a) The Americans have an extraordinary way of showing affection! The number of rail passengers shrunk from 1,035 millions in 1921 to 450 millions in 1939. Any recent increase in their number is merely a wartime fluctuation, as you pointed out on p. 550 of your issue of December 3.

(b) This is a sweeping statement made on the strength of a few journeys on main routes and I doubt whether the average Briton would not prefer a journey on one of our crack expresses like the Royal Scot to any American train trip. A journey from London to Edinburgh can be restful and in a separate compartment one can read and even write at ease. Deliver me from open cars! They may be resplendent, as the Coronation train of the L.N.E.R., but peace is not to be had in them. When an American railwayman wants a rest, he goes for a sea voyage—not for a train journey.

(c) Mr. Newman mentions in his notes the English genius for under-statement. His remark on sleeping cars is a capital example of this ingrained habit. Our sleeping cars are as nearly perfect as anything on wheels can be and have been envied by many American railway officers, one or two of whom proposed to imitate our models. On May 3, 1940, you recorded that at a conference of the American Association of Passenger Traffic Officers it was confidently foreshadowed that the open-section sleeper was "on the way out."

(d) The American system of carrying a great variety of food on dining cars with the idea of satisfying the fancy of every passenger is wasteful, both in food and in haulage of needless weight. Some American railwaymen have expressed a preference for the set meals served in our restaurant cars which are generally good value at reasonable charges.

(e) This luggage question is as old as the hills. Our passengers prefer to take their luggage with them—in their compartment, if

possible—and they are not going to change their habits because Americans, often going longer journeys, act differently.

(f) Two things attract the great majority of the British public to rail travel—cheap fares and a frequent service of trains. Before the war our railways had gone as far as they could profitably in running high-speed trains, Pullman cars, and train cruises. The luxuries which Mr. Newman enjoyed on a few long-distance trains in America are provided as part of a campaign to hold traffic especially in competition with air lines. These stunts are expensive and did not prevent a decline in American passenger revenue from 1,153 million dollars in 1921 to 417 million dollars in 1939.

When Mr. Newman next goes to America, perhaps he will travel off the beaten track and try a lot more of the U.S.A.'s 232,000 miles of railway. The impressions he formed on his rush across the States and Canada are of a piece with the observations of road enthusiasts who come back from the States full of praise for motor speedways which they have sampled between a few big cities. The tourists are certain that British roads are out-of-date. They never take time to enquire about the mileage of second-rate roads in the States or to ascertain the vast number of farms over there that still depend on dirt tracks.

This is a long letter, but it is high time that someone spoke up in defence of our institutions against critics who rush into print with dogmatic statements about questions which they have not taken sufficient time to examine thoroughly.

I am, etc.,

STATISTICIAN

Streamline Locomotives

London Midland & Scottish Railway Company,
Watford, Herts.

December 24

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The material for the L.M.S.R. locomotives to which Mr. R. Howard referred in your December 24 issue was all prepared before the outbreak of war, but the locomotives could not be completed earlier because of other work. The advantages of external streamlining on certain runs were justified by the results, and even more so the advantages of internal streamlining on all steam locomotives.

Yours faithfully,

W. V. WOOD,
President

Menai Bridge

Essex House, Essex Street,
Strand, W.C. December 16

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In these days, when it has been found necessary to repair and strengthen the Menai Bridge even for road traffic, it is interesting to note that it was originally proposed to run the London to Holyhead rail traffic also over it. In the Report of Mr. Charles Vignoles, dated November 29, 1837, to the Com-

missioners for Inquiry into the Best System of Railway Communications through Ireland (see the Commissioners' Second Report, 1838, Appendix "A," page 35) he advised:—

"In continuing to consider the possible course of a railway to Holyhead, the construction of a second bridge across the Straits of Menai is too great an undertaking to be seriously contemplated; besides, unless locomotive engines could pass over it, no end would be attained. Suspension bridges have been proved to be wholly unfit to sustain the weight and action of the engines, and no other description of bridge could be brought within any reasonable limits of expense. If Holyhead is to be the packet station, terminating a line of railway from London, the present bridge across the Menai Straits must be made use of, the locomotive engines starting from and stopping at each end. To lay down baulks of timber on the flooring of the bridge, and to horse the railway carriages over, one at a time, appears the simplest and perhaps the only mode."

Yours faithfully,

KENNETH BROWN

"Wartime Housekeeping on Wheels"

L.M.S.R. Hotel Services,
Willow Grange, Church Road,
Watford, Herts.

December 23

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In connection with the advertisement entitled "Wartime Housekeeping on Wheels" issued by the New York Central Railroad and reproduced in your editorial columns of December 10, I think you might be interested in the comparative figures of a representative service on British railways, which I may say even in wartime is in no way abnormal. These are as follow:—

Meals served—Daily average for week ended September 19, 1943, was:—

| | |
|--|--------------------------|
| 152 luncheons | |
| 120 teas | |
| 272 meals | = 1 meal every 0.95 min. |
| Equipment tableware (including linen) | = 3,013 pieces. |
| Staff—Average number of years' service:— | |
| Chief Conductor | 39 years. |
| Waiters | 28 years. |
| Seating capacity of car:— | |
| R.K.C. No. 128 | 30 third class seats. |
| Q.L. (first class vestibule car) | 42 first class seats. |
| Q.F. (third class vestibule car) | 24 third class seats. |
| (Of these seats only 18 first class and 30 third class are fluid.) | |
| Measurement of kitchen, 14 ft. 6 in. x 6 ft. (approximately). | |

These statistics relate to the 10.15 a.m. Euston to Manchester (London Road) service.

Yours faithfully,

ARTHUR TOWLE,
Controller

[The New York Central advertisement stated that that railway was serving 3,000,000 extra meals a year on the Water Level route; that in a kitchen 6 ft. x 13½ ft., the chefs averaged more than a meal a minute; N.Y.C. dining cars averaged 40 seats; that the average waiter had had 4 years at his post; that the pantry held 2,096 pieces of specially-designed tableware.—Ed. R.G.]

Publications Received

British Railways in Peace and War.
—The British Railways Press Office, Waterloo Station, S.E.1. Price 1s.—This brochure, which is issued on behalf of the four main-line railway companies and the London Passenger Transport Board, is a record of the achievements of the railways, more particularly since the grouping in 1923. It is profusely illustrated and contains numerous new facts and figures relating to the railways. Copies of the booklet will not be available to the public generally until early in the New Year. The brochure is the subject of an editorial article on page 655.

Dictionary of Science and Technology. In English-French-German-Spanish. By Maxim Newmark, Ph.D. New York: Philosophical Library Inc., 15, East 40th Street. 9 in. x 6 in. 386 pp. Price \$6 net.—This work is the result of the compiler's own requirements in the first place, needs which caused him to prepare a list of equivalents in a relatively limited field and

afterwards to expand the list to its present comprehensive form. It now gives some 10,000 English terms and their counterparts in the languages mentioned, so that, with alternatives, the total number is about 45,000 entries. All of these are scientific and technological; moreover, they include up-to-date words in radio, vacuum physics, aeronautics, physical-chemistry, and other scientific departments necessarily absent in older compilations. The claim is made that everything required for a polytechnical curriculum in the four languages is here available. A great many sources of information have been used, and so far as our own observations have extended, a high degree of accuracy has been attained.

The arrangement comprises first the dictionary proper, i.e., an alphabetical section in English, giving the three equivalents to each term; later there are alphabetical sections in French, German, and Spanish, referring to the numbered terms in the English section. Cross-references have not been neglected, and alternatives are frequently given; many compound words are also entered under

parent terms for convenience. Very little experience is required to find one's way about the work and to appreciate its many good points. A minor but useful feature, particularly for British users, is that both American and English terms are included appropriately, thus avoiding a preliminary mental semi-translation in a good many cases.

Versil Glass Silk Insulation.—A well-produced brochure has been issued by Versil Limited, explaining the process of manufacture and the uses to which the glass silk insulation bearing its name may be put. Versil is a special manufactured form of glass silk, which has a highly polished surface and a low co-efficient of thermal conductivity. It may be used as a fibrous filler for packing air space on boilers, tanks, and so forth, or as blankets, panels, or bandages. In addition, it can be provided in flexible sections. The brochure illustrates a number of uses to which this insulating material may be put, including a railway tank wagon in which the weight of Versil used is 840 lb.

The Scrap Heap

At the moment this is truly a country which is fit only for heroes to travel in.—
"The Manchester Guardian."

The Great Western Railway salvage drive has resulted in £1,750,000 worth of scrap going to vital national industries since war was declared.

In the Canadian Fifth Victory Loan, in which the target of \$1,200,000,000 was greatly exceeded, Canadian National Railways employees subscribed more than eight million dollars, easily topping their subscription of \$6,825,000 to the previous loan.

LOYALTIES

Mr. E. N. Corner wants to rejoin the Southern Railway. He left in 1928 after 42 years' service and went to Canada. Now at the age of 72, he has written to the Southern from Ontario offering his services for the duration of the war. He feels that his long railway experience would not only help the war effort but also his old company at a time when it may need all the trained railwaymen it can get.

The Southern Railway greatly appreciates Mr. Corner's very real loyalty to his old calling, and it is with regret that his offer has had to be declined as it would be difficult in these times of acute restriction of civilian transport to justify the special arrangements which would have to be made to bring him over from Canada.

It is not given to many organisations to celebrate their twenty-first anniversary after they have achieved their centenary.—
The Prime Minister in his message to Sir Ronald Matthews on the "Coming of Age" of British main-line railways.

On November 1, the Rutland Railroad (of Vermont, U.S.A.) reached its one-hundredth birthday. This railway has 407 route miles of standard gauge, and is worked with 62 steam locomotives.

From Broxbourne, Cheshunt, and Waltham Cross, three stations in the fertile Lea Valley, the L.N.E.R. has dispatched during this season (June to October inclusive) 4,668,006 packages of tomatoes, representing a tonnage of 28,083. This is an all-time record, and exceeds the 1942 tonnage, of 22,732, which was itself a record, by 5,351 tons. The tomatoes sent from these stations come under the Ministry of Food zoning scheme, and go largely to the Midlands and the North, including Northern Ireland.

MORE PRAISE FOR RAILWAY ADVERTISING

In the December 18 issue of *The Newspaper World*, in the feature "P. G. Allen's Opinion," comment is made on the advertisements carried in a recent issue of a national Sunday newspaper. After criticism of the announcements made on various pages, it is stated: "Page 5 carried nothing very outstanding apart from a small space by the Railway Executive Committee. It showed a picture of Father Christmas standing apologetically beside a pile of Christmas parcels. The caption was: 'I just haven't got the transport.' What a difference between the spirit of this advertisement and the National Savings effort. I certainly consider that whoever is responsible for these railway advertisements has done one of the best advertising jobs of the war. On the whole they have been excellent; they seem to have been designed by someone who not only knows the railways' problems, but who also knows the people's problems, too."



London, Liverpool, & Dublin Parcel Offices,

33, LOWER SACKVILLE STREET, OPPOSITE POST-OFFICE, And 17, GOREE PIAZZA, LIVERPOOL.

James Joyce & Co. Dublin, 30th Dec. 1943
To C. & R. ELLIOTT, Dr.

To Land Carriage, Freight, and Expenses on a

Parcel Post-Office Packet from Holyhead, £

TRAVELLING

London, Bath, and Liverpool, Via HOLYHEAD.

THE LONDON MAIL, every Morning, at 6 o'clock.

LIVERPOOL MAIL, through CHESTER, every Evening at 4 o'clock.

PLACES FOR PASSENGERS SECURED IN DUBLIN, ONLY AT THIS OFFICE, for the above-mentioned Coaches, which leave ROBERTS' (late BRIDGES') Royal Hotel, Holyhead.

In consequence of the facility of Railway communication between LONDON, BATH, and LIVERPOOL, C. & R. ELLIOTT have, in addition to their arrangements for receiving and sending Parcels via HOLYHEAD, opened an Office, No. 17, Goree Piazza, Liverpool; where they respectfully solicit their Friends to address such Packages as they intend should be sent by Railway, through LIVERPOOL.

Packages intended to be sent to any part of Great Britain and Ireland, respectively, by way of Holyhead and Liverpool, received DAILY, and forwarded each day, per *His Majesty's* Post-Office Packets, and the above Royal Mail.

N.B.—Parcels and Packages for this conveyance, to be addressed to the Care of "C. & R. ELLIOTT, Dublin; and 17, Goree Piazza, Liverpool."

The Porter is directed not to deliver any Package until paid for.

* Not accountable for any Packages above the value of Five Pounds.

An informative invoice issued by the London, Liverpool, & Dublin Parcels Offices, in 1838, sent us by Mr. Patrick C. West

A special magistrate recently tried in one week 752 cases of persons accused of travelling without tickets on one railway in India. Fines and recovered fares realised Rs. 3,300; forty-one persons, who were unable to pay, were sent to prison.

By the end of November, British railway staff had contributed £264,290 to the Red Cross Penny-a-Week Fund. The totals for each of the four groups were as follows: G.W.R., £35,786; L.M.S.R., £103,769; L.N.E.R., £94,716; Southern Railway, £30,019. Many railway employees are giving twopence a week.

There are many men and women who never know and never learn their proper place, and through their inability to discern it they constantly make nuisances of themselves. They go where they are not wanted; they speak when nobody desires to hear them; they seek to have a finger in every pie which in no vital way concerns them.

TAILPIECE

New year dawns, and if it show Prospects strange and new, Leagues of weary miles to go Coming into view, New demands on brain and nerve, Newer forms of war, British railways will observe Schedules as before.

New year dawns, and if it hold Pleasant things and sweet, Quietude of wood and wild, Unmolested street, Tranquil land and air and sea, Peace instead of war, British railways still will be Vital as before.

E. C.

GWR·LMS 1923-1944 LNER·SR

21ST

BIRTHDAY LUNCHEON

WEDNESDAY 22ND DECEMBER 1943

DORCHESTER HOTEL, PARK LANE, W1

The menu at the luncheon held by the four main-line railways to celebrate the "coming-of-age" of grouping. A report of the speeches is on page 671

MENU

Crème Santé

Poularde de Surrey en casserole Paysanne

Pomme Mouseline au Gratin

Les quartiers de Reinettes Dorchester

TOAST LIST

The King

"The Minister of War Transport"

The Rt. Hon. Lord Leathers, C.H.

Proposed by

Sir Ronald Matthews.

Response by

The Rt. Hon. Lord Leathers, C.H.

who at the conclusion will propose

the toast of

"The Four Main Line Railway Companies"

Response by

Robert Holland-Martin, Esq., C.B.

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

INDIA

Machinery Programme

At a meeting of the Standing Finance Committee for Railways on October 15 a machinery programme was approved for 1944-45 involving an expenditure of Rs. 40.69 lakhs, of which Rs. 27.09 lakhs is required for new items of machinery, and the balance for items approved in previous programmes.

Financial Results

At its meeting on October 15 the Standing Finance Committee for Railways was informed that State Railways' earnings up to September 30 last were estimated to have amounted to Rs. 86.68 crores, or Rs. 13.75 crores more than in the same period of the preceding year, and Rs. 15.88 crores in excess of the budget estimate. Total working expenses for the four months to the end of July were Rs. 28.52 crores, or Rs. 7.61 crores more than for the previous similar period, and Rs. 5.52 crores more than estimated.

Prosecution of Railwaymen

An important point of law, as to whether the sanction of the Governor-General be necessary for the prosecution of a State-railway employee, was discussed recently before the Lahore High Court, which has reserved judgment. The hearing was on a petition by two goods clerks of the North Western Railway, who had been found guilty by a lower court of contravening a rule of the Railway Department, and had each been fined for allotting a wagon, without authority, for the conveyance of certain goods.

UNITED STATES

Re-routing after Congressional Accident

The derailment of the Congressional express of the Pennsylvania Railroad on September 6 blocked four tracks of what is probably the busiest main line in the United States; and a feature of the subsequent reorganisation was the speed and completeness with which temporary re-routing of all traffic was put into force. Through trains between New York, Harrisburg, and points west to Chicago and St. Louis were diverted over the freight route between Morrisville and Thorndale, which is electrically equipped throughout, so by-passing Philadelphia; connections from and to Philadelphia were made at Harrisburg. The southbound New York-Philadelphia-Washington service was diverted over the Lehigh Valley Railroad to Bound Brook, and thence by the Reading Company's line to a yard connection with the Pennsylvania at North Philadelphia; due to lack of electrical equipment, steam power had to be used, but the steam engines hauled the electric locomotives as well as their trains.

The northbound Washington-New York service was worked from North Philadelphia over 5 miles of the Pennsylvania Chestnut Hill branch to Allen's Lane, and then over 6½ miles of the Fort Washington branch to the Morrisville freight line; this is electrified throughout, but has single track in parts, and so could be used only for one direction of running. The hourly New York-Philadelphia service took the east bank of the Delaware River from Trenton to Camden, New Jersey, whence passengers were ferried across to Philadelphia. The last-mentioned was the first

service to be restored to the normal route, at 1 p.m. on September 7, less than 24 hr. after the accident; the normal routing of all traffic was restored during the subsequent night.

Staten Island Safety Record

A remarkable record of safety in passenger handling is maintained by the Staten Island Rapid Transit Company of New York. Every day 510 passenger trains move over its lines, which are electrically operated; during May last, 1,082,456 passengers were handled, and, during June, 1,369,028, without a passenger suffering any kind of injury. During the history of the line, no passenger has been killed on one of its trains.

The Staten Island Railroad, between Clifton Junction and Tottenville, was incorporated in 1851, and the Staten Island Rapid Transit Company, between Arthur Kill and South Beach, in 1880. The latter afterwards acquired the former, and in 1885 the majority of the capital stock of the Staten Island Rapid Transit Company was acquired by the Baltimore & Ohio Railroad Company.

Treated Sleepers

The railways are the largest users of treated timber in the United States. In 1942, roughly 313,000,000 cu. ft. of timber was given preservative treatment for railway use. Of this total, 162,500,000 cu. ft., representing 54,000,000 sleepers in all, was treated in 1942; of these sleepers, 21,800,000 were of oak; 11,500,000 of Southern pine; 5,800,000 of Douglas fir; and 5,000,000 of gum. As to the treatments, 32,800,000 of the sleepers were impregnated with creosote oil or solutions of tar and creosote; 20,000,000 with mixtures of creosote and petroleum; and 685,000 with zinc chloride. The total number of sleepers treated was larger than in any year since 1930, and was 12 per cent. greater than in the previous year.

BRAZIL

Transport Plans

Excluding petrol, which is imported, sugar is the only commodity which has been rationed in Brazil. In a country where production, for some years, has exceeded the requirements of home consumption, rationing appears paradoxical; but it has been made necessary by the dislocation of transport caused by the cessation of coastwise shipping. The sugar harvest in the southern states of Brazil, apart from being just insufficient for local consumption, is later than that of the northern states; and an acute shortage was felt in the populous centres of the south towards the month of May this year. Despite the existence of large stocks in the north, the lack of maritime transport made rationing imperative.

Plans have been completed for joining-up various railheads to allow through rail transport between north and south; but meanwhile other plans have had to be devised. These are for a combination of road, rail, and river services, whereby the agricultural products and raw materials of the north may reach the south, and the manufactured articles of the latter may supply the more rural northern populations.

The plans provide, until road connection has been made between Palmeira dos Índios, in Alagoas, and Propriá, in Sergipe, which is the northern terminal of the railway from Bahia (Salvador), for the trans-

port of sugar and other products from Pernambuco and Alagoas to Maceio by train or by road. By reason of the abundance of alcohol motor-spirit in this district, transport by lorries will be possible from Maceio to Penedo, on the banks of the River São Francisco, whence river craft will carry the merchandise inland to Propriá. To guarantee the return of lorries from Penedo to Maceio, the Sugar & Alcohol Institute is to provide a permanent deposit of 50,000 litres of alcohol spirit at the former point.

From Propriá, goods will proceed southwards across the State of Sergipe to Bahia (Salvador), and thence to Ourives, which is the terminal point of the Eastern Railways (although earthworks are prepared already for a further 60 km. (37 miles) to Brumado. Here the Sugar & Alcohol Institute will provide a deposit of 100,000 litres of motor spirit brought from Salvador and Alagoas in drums or tank wagons.

From the south, the rails of the Central Railway are approaching Monte Azul and earthworks already prepared are for a further distance of 70 km. (44 miles) in the direction of Brumado. The establishment of connection at the earliest possible date is sought, but in the meantime the Sugar & Alcohol Institute is to build a deposit capable of storing 100,000 litres of motor spirit at Montes Claros, or further ahead as the Central Railway may report progress. Once the merchandise shall have reached Montes Claros, through communication will be available to Rio de Janeiro and San Paulo.

An alternative subsidiary plan provides for the transport of Pernambucan produce via the Great Western Railway to Rio Branco, well in the interior. From there it will proceed by motor lorries to Petrolina and forward by the river São Francisco to Pirapora, terminal point of the Central Railway. To guarantee the supply of fuel to the lorries travelling between Rio Branco and Petrolina, the Sugar & Alcohol Institute either could use the deposit already built at Rio Branco, or could build others at Salgueiro and Petrolina.

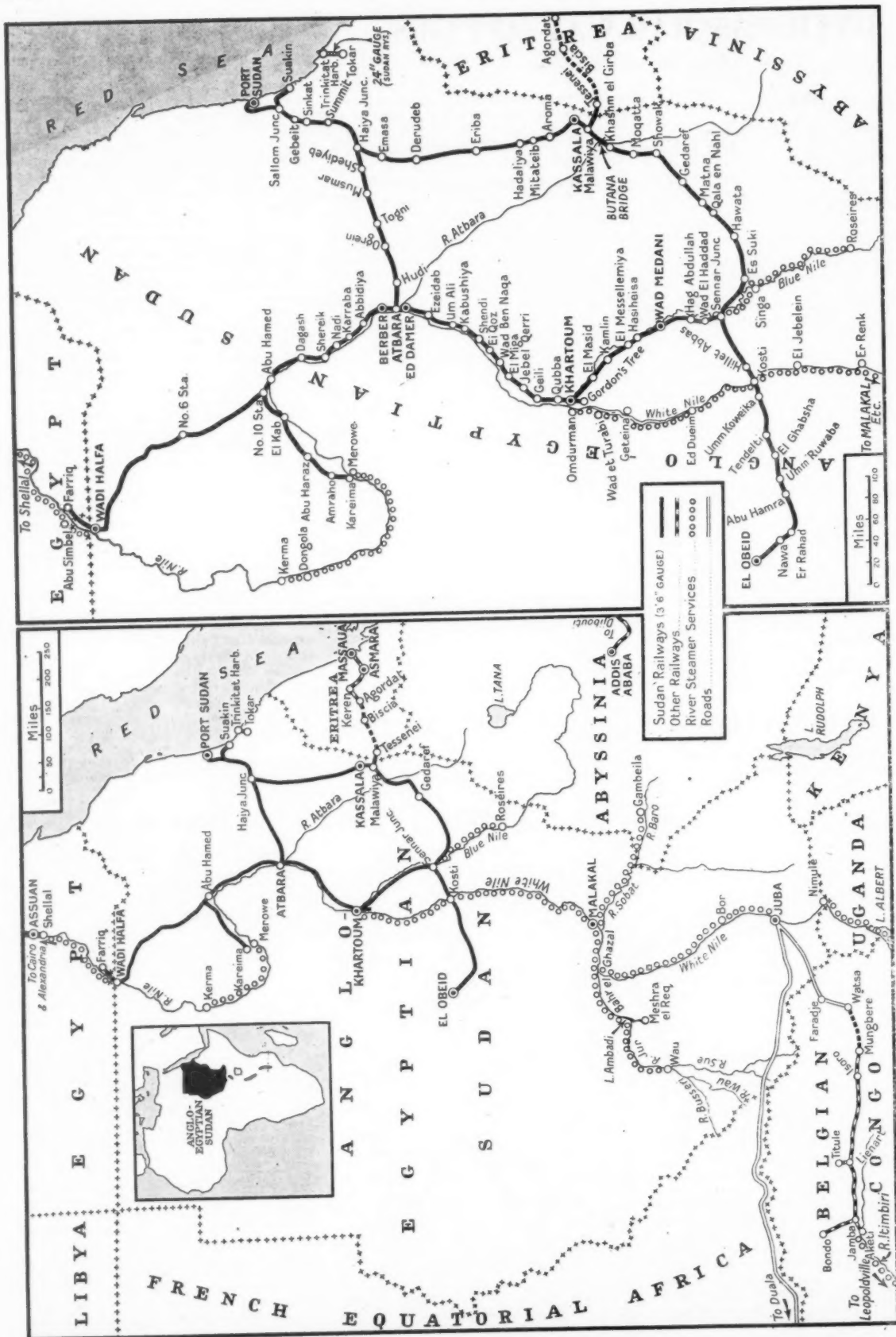
SWEDEN

State Railways Goods Traffic

Official figures issued recently show that a sum of kr. 90,000,000 is being saved yearly by electric operation on the State Railways, as compared with the amount which steam working would have cost in view of present-day fuel prices.

There has been considerable increase in traffic on the State Railways. This has been due partly to the transport of material for national defence, and partly to the large amount of wood fuel conveyed from forest regions to towns and industrial centres, to meet deficiencies in petrol, coal, and coke. The amount of firewood transported in 1939 by the State Railways was (20,000 tons; in 1940 this quantity had increased tenfold, and in 1941 by more than one hundred times. In 1942 the quantity handled was the same as in 1941 (2,200,000 tons). The transport of pulp for use as cattle fodder also has increased: before the war the State Railways used to carry about 260,000 tons a year; now the figure has risen to about 1,000,000 tons. The figure for grain has risen from 100,000 tons, to about 400,000 tons, a year.

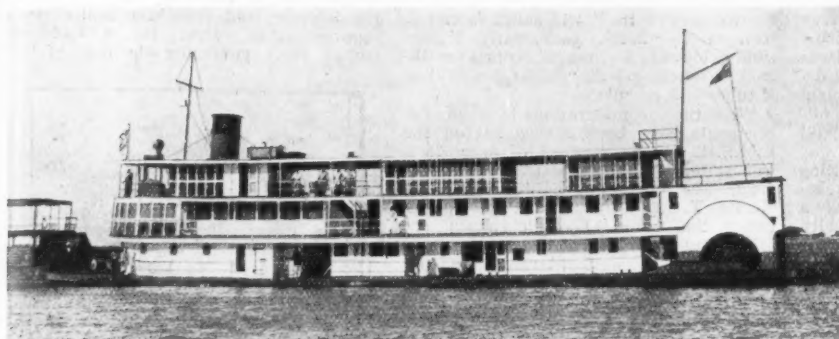
It is stated that the increased amount of merchandise handled would not have been possible exclusively with steam working, even if fuel had been available. On non-electrified lines firewood has had to be used instead of coal on about 60 per cent. of all the trains.



Map of the transport services of the Sudan. Left: Railway and river steamer services of the Sudan Government in relation to neighbouring countries. Right: Enlarged details of the Sudan Railways

War Transport in the Nile Valley

Co-ordination between rail and water in the Sudan



New sternwheeler "Nasir" for the Sudan Railways

ONE of the most outstanding examples of close co-ordination between railway and inland-water transport is provided by the activities of the Sudan Railways, which, in peacetime, operated 2,014 route miles of 3-ft. 6-in. gauge railway, supplemented by 2,325 miles of river-steamers services.

The resources of the steamers on the Southern Nile, as one of the links in the Nile Valley route, have been stretched to capacity by wartime demands no less than other transport routes in the Sudan. An organisation designed to afford economical (and therefore not very speedy) transport of limited passenger and goods traffic on a scale consistent with the modest Sudan Budget has been required to switch to a full-out programme in which speed and tonnage rather than economy have been the objects. In consequence, the river fleet of the Sudan Railways now brings out of Juba in a month more than in a pre-war year. No steamer which can turn a wheel has had rest for four years, and old crocks are alongside the newest diesel units. Ancient barges with many cement patches in their hulls are lashed to later designs, all carrying essential supplies.

Building of new craft by Khartoum North Dockyard has proceeded throughout the war so far as the supply of materials has allowed, and, as recently as on August 8, a large steamer went down the slipway. In Khartoum North Dockyard craft are designed and built through-out—steamers, tugs, barges, pontoons, dinghies, ferries—and research into improvements in design and performance is continued.

In recent years diesel propulsion has been developed, and latest trends in design have been towards twin-screw and stern-wheel paddle diesel tugs and diesel self-propelled barges. Improvements have been made in passenger accommodation on the newest steamers, with L shaped cabins, filtered water systems throughout, enlarged galleys, and so forth, in response to the heavy increase in first class travel on the river. Barge design has been studied to give maximum cargo capacity consistent with navigational requirements. Modern ferry units have been produced, and the Shambat Ferry is a cross-Channel steamer in miniature.

Such steamers as the Egyptian Irrigation Department could spare have been hired and are operated by the Sudan Railways, notably the two largest steamers on the river with their lordly Mississippi-style paddles.

The Juba mail steamers recently have been equipped with wireless telegraphy, as also is the Jur River service. This has resulted in a marked increase in operational efficiency. In pre-war days a Juba mail steamer, on leaving Malakal upstream, disappeared into the blue for nearly six days until reaching the first telegraph station at Bor. Last year, without radio, no news would have been received of the Jur River service after departure from Malakal until arrival at Wau over five weeks later.

Crewing and maintenance of such an expanded fleet, with limited local resources in personnel, has been difficult. Young Sudanese engineers have had increased responsibility thrown on them in the charge of valuable units.

Coal fuel, too, for the steam units has not been available, as all possible has been required for the railway. For a large steamer to go from Khartoum to Juba and back, the Forests Department have to provide (and the crew load, stack, and trim during the voyage) no less than 2,400 cubic metres of wood, about 1,000 tons.

Passenger and goods traffic carried during the war years has been of great variety, and the fleet has been a maid of all work, clad in dull camouflage instead of pre-war white, carrying the Belgian Contingent from the Congo via Juba to Gambia; Fighting French troops up and down the main river; leave passengers to and from East Africa; thousands of labourers; food supplies for the South; sugar, tea, coffee, and soap from Kenya and the Congo; army stores; aero engines; sleepers for the railways from the Equatoria forests; crashed aeroplanes; and heavy road machinery. Last year, more than 1,000 army lorries were transported on perilous-looking platforms improvised on cargo barges, and only one fell in the river.

No one who has travelled to Juba by the river will be led to imagine from the foregoing remarks that an endless procession of fast craft steams up and down the river carrying vast tonnages and numbers. For a passenger, travel is painfully slow, though it has been said recently that it is fairly comfortable. Had the country's economy allowed, passenger and cargo transport would no doubt have been by separate units, thus speeding passenger travel and providing cargo craft unencumbered by passenger accommodation. In the future it is likely that air transport will eliminate this encumbrance, and river transport will

assume its true function of heavy cargo transport in which, provided movement is continuous, speed is of little object.

The Nile and its tributaries with their shallows, sandbanks, current, sudd, rocks, and storms, form one of the most difficult and capricious river systems in the world to navigate. Distances are not small. It is 1,755 km. (1,090 miles) by river from Khartoum to Juba; from Khartoum to Gambia, up the Sobat and Baro Rivers, is 1,388 km. (862 miles); and from Khartoum to Wau up the Bahr el Ghazal and Jur River is 1,446 km. (898 miles).

A steamer or tug which draws much more than 4 ft. of water is of little general use over all these rivers, and experience has shown that the best type of barge can be of little greater capacity than 80 tons of cargo. This does not help towards big tonnages. The voyage from Kosti to Juba has been described by a naval man as 900 miles of pilotage.

Typical of the navigational difficulties is the annual attack made on the Jur River to bring out sleepers and timber felled by the Forests Department and sawn at its sawmills near Wau, together with the honey, chillies, and hides from the area, and to carry in supplies such as salt and benzine. The Jur River is composed of the Busseri and Sue Rivers, which unite south of Wau, and it flows into the Bahr el Ghazal at Lake Ambadi near Meshra el Req. It is "navigable" from approximately July till October, and all possible advantage has to be taken of the limited season. The last 50 miles into Lake Ambadi is through an endless marsh, and composed of a fantastic series of S bends so sharp that a small steamer can become locked across a bend. Every year the Narrows are found to have become so overgrown during the preceding dry season that in many places there is only a 6-ft. width of clear water, and in others the channel is completely blocked by vegetation for hundreds of yards.

The width of the small steamer which leads the first convoy of craft is 21 ft. The crew has to plunge into the swamp to haul out the vegetation with ropes and bare hands, and works thus for days on end, assailed by leeches, at clearing the blocks and forcing the steamer around the bends by grapples and line and capstans. When the channel is clear, small tugs can tow barges astern; but passage through this nightmare stretch of the River Jur is nothing less than an annual pioneering feat. Last year, in response to the call for sleepers to keep the Sudan Railways going, a record tonnage was shifted out of the Jur, although the navigational difficulties were appalling and the river rose late and fell early. This year an equally large tonnage of sleepers is demanded, but the first flight of craft had an easier passage through the Jur Narrows.

On the main river, although the supply of commodities from East Africa is reduced, there is plenty left to carry, and it looks as if there is no prospect of any relaxation in the pressure for a long time.

For the particulars in the foregoing notes we are indebted to an article by Mr. A. H. S. Reid, one of the District Traffic Managers of the Sudan Railways, which was published in the *Sudan Star* of October 2, 1943, and of which a copy has been sent us by the Sudan Government.

(See editorial note, page 654)

Removal of Ashes from Smokeboxes

Development of a new principle on the L.M.S.R.

FOR a great many years attempts have been made to attack the difficult problem of the removal of ashes from locomotive smokeboxes by various devices which have fallen into two main classes, having as their respective objects (1) ash removal on the road and (2) at the running shed.

1. One method involved the fitting of a hopper in the floor of the smokebox, at the bottom of which was a weighted trapdoor which automatically opened as soon as the pressure due to the weight of ashes on it exceeded a certain amount. Others included perforated pipes along the sides of the smokebox bottom, through which steam was admitted by the driver, so as to blow the ashes into the path of steam issuing from the blast pipe and thence blown through the chimney; the provision of a series of baffle plates in the smokebox to direct the ashes into the path of the blast. It is now contended, however, that the discharge of ashes while on the road is unsatisfactory in principle.

2. The removal of ashes by special plant at the running sheds has made use of the principle of sucking out the ashes by means of a vacuum, and such plant is expensive, both in initial cost and in upkeep, and if provided only at certain

the locomotive itself will suffer from ash removal by hand, particularly if the wind is blowing so that it becomes smothered in ashes, and also undergoes chilling of tubes and tubeplate.

With these considerations in mind, experiments have been carried out on the L.M.S.R. on the removal of ashes in a wet state. A patent, dated August 27, 1938, was taken out in the names of Messrs. T. W. Royle and P. McCallum under the title "Ejecting means for ashes and like materials from enclosed spaces such as smoke boxes," and an abstract appeared in *The Engineer* of May 3, 1940.

This apparatus has now been fitted to several 4-6-0 locomotives. The main objects of the device are:—

- (1) To empty the smokebox of ash, without opening the smokebox door, thus avoiding cooling of the tubes or tubeplate.
- (2) To eject the ash in a wet state, so that no grit is blown about.
- (3) To reduce the time as compared with manual labour, and to clean the smokebox more thoroughly.
- (4) To deliver the ash direct into the wagon, and avoid labour costs in loading.
- (5) To provide a self-contained device, which can be used at any shed.

opening, and leads the ashes to the ash-pit, tub, or wagon as the case may be.

The following special fittings are needed in applying the device to a locomotive: (a) a three-way cock to divert the injector feed from the boiler to a foot-controlled valve; (b) a foot-controlled valve governing the flow of hot

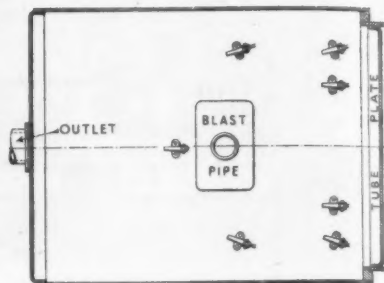


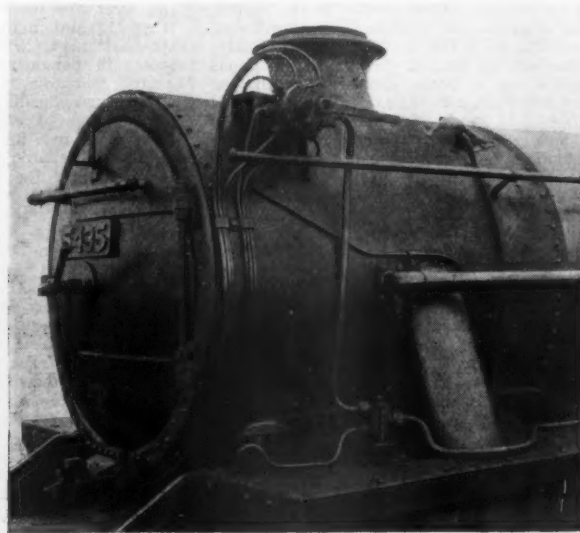
Diagram showing arrangement of nozzles

water to the distributor valve; (c) a distributor valve to distribute the hot water to the nozzles in the smokebox; (d) the nozzles themselves; (e) the outlet fixture below the smokebox door; and (f) the extension outlet pipe.

In working the apparatus, the outlet door is opened and the extension pipe



Smokebox being emptied by means of the apparatus



Close-up view of foot-valve and distributor-valve, with connections to nozzles

selected depots, ashes must still be removed manually at sheds not so equipped. This point is important, in that it illustrates the inherent disadvantages of a device which is not an integral part of the locomotive.

Anyone who has had experience of removing ashes with a shovel from a smokebox of a locomotive after a long run will be well aware that it is a thoroughly unpleasant task, the chief cause of discomfort being the heat and dust which are inevitably present. This point makes the problem of considerable importance, both from the human side, and from a long-term view of the efficiency of future engine crews. Apart from this,

(6) To avoid any chance of failure on the road by arranging for the apparatus to be isolated when not in use.

(7) To avoid cleaning a smokebox by manual labour.

Briefly, the working arrangement utilises steam impregnated with water from the engine injector which, instead of being delivered to the boiler through a clack valve, is diverted to flow through a number of controlled nozzles located at strategic points in the smokebox. These jets of water-steam cause the heaped-up ashes to break up and flow through an opening in the front of the smokebox, just below the door. A large pipe of light-gauge steel is joined to the

coupled up. The injector is then started, and the delivery diverted from the clack to the foot-valve, which in its normal position allows the water to run to waste through a tell-tale pipe. On depressing the foot-valve, water enters the distributor, which controls its passage to the seven jets in the smokebox. Experience having shown that smokebox ash will not readily break down, and that an individual jet merely causes tunnelling, the nozzles are located so that a certain combination of jets operate simultaneously. For this reason as many as seven jets are provided to ensure forcible ejection of the ash from the smokebox.

Increasing the Capacity of a Single-Line Track on the G.W.R.

Recent improvements to a 25-mile connecting route

AMONG the many permanent way engineering schemes which have been carried out since the commencement of hostilities, for the improvement of war-time transport on the Great Western Railway, the works recently completed on a 25-mile length of single track present some unusual and interesting features. Although the line concerned connects two important main routes, it did not carry a heavy traffic, but the

quired by new standards, particularly under arched overbridges. It would not have been possible, therefore, to lay an additional track throughout the entire length without considerable adjustment of formation. A more important point was the large amount of permanent way materials, and the period of time for execution of the work, which would have been required for such a project. Accordingly it was decided to allow the line to

a mile in length, runs through a large new cutting, over a new embankment, and over a new bridge.

The extensions made to the loops have been laid at the end furthest from the station buildings in each case, to avoid fouling of the level crossing by standing trains. From each direction the entrance to the loops is on the straight, so as to avoid the undue imposition of speed restrictions. The exits from the loops are over facing points with 1-in-9 crossings and a speed restriction of 15 m.p.h. In the case of the intermediate loop, one track is straight throughout, to permit unrestricted through running when less intensive traffic makes the crossing facility unnecessary. All the exits are



New connecting line and embankment in course of construction

improvements embodied in the scheme have enabled far greater use to be made of this connecting line. There were eight small stations on the route, dealing mostly with passengers, parcels, and rural goods, and to permit trains travelling in opposite directions to pass, short

remain a single track and to increase its carrying capacity by additional crossing facilities, and other improvements.

All the existing loops were 300 yd. long. These have been lengthened to 550 yd., which, in effect, allows an extra engine and 20 wagons to use them. Three

guarded by a 1-in-8 turnout leading to an ash-heap 100 ft. long and inclined to a height of 3 ft. above track level.

So that the length of time required to execute the works might be reduced to a minimum, all daytime traffic working, apart from that connected with the



Signal-box end of loop, showing token setting-down and picking-up posts



Exit from extended loop, with power-operated points. The auxiliary token instrument cabin is on the left

crossing loops were provided at six of these stations.

When the line was originally constructed some 60 years ago, the formation and bridges were made sufficiently wide to accommodate double tracks, although a single track only was laid, but since then weathering of the banks has taken place and the accumulation of consequent deposits has become overgrown. From time to time the track has been slewed towards the centre of the formation in order to obtain the clearances re-

quired by new standards, particularly under arched overbridges. It would not have been possible, therefore, to lay an additional track throughout the entire length without considerable adjustment of formation. A more important point was the large amount of permanent way materials, and the period of time for execution of the work, which would have been required for such a project. Accordingly it was decided to allow the line to

works, was suspended. Through trains ordinarily passing over the line, were diverted, goods traffic was passed during the night only, and passengers and parcels were catered for by a special arrangement of station-to-station bus services with no intermediate stopping places. The contractors were thus given full daytime use of the tracks.

The work was arranged so that excavation and tipping were almost balanced. Draglines were used for the excavation, in connection with trains of side-tipping



Interior of typical new signal box

wagons. Two of these trains were used on the work, each with engine, three wagons, and brake-van. The earth deposited from them was levelled by bulldozers. In all, some 60,000 cu. yd. of earth were moved. As the earthworks at any one point were completed, the

plant was immediately transported to the next point on crocodile wagons, and ballasting proceeded. For bottom ballast 11,000 cu. yd. of ashes were used, and for top ballast 8,000 cu. yd. of crushed stone.

About six miles of track have been

laid and two miles of existing track slewed; 52 new single connections, and 15 runaway catchpoints were laid in, and 22 superseded fittings taken out. Additional water supply for engines has been provided by installing two water columns half-way through the route, fed from a 11,500-gal. tank connected to council mains.

The old signal boxes were sited in the middle of the stations, and operated the loop points mechanically. As the lengthened loops made this method of operation impracticable, the boxes were abolished, and new ones have been erected at the ends of the loops nearest to the station sidings, the points of which are still mechanically operated. The other ends of the loops have been track-circuited and their fittings operated by electrically-worked motors, actuated from the signal boxes. The line is operated on the "token" system, and a special feature is the installation of auxiliary token instruments at the ends of the loops farthest from the signal boxes. These auxiliary token instrument boxes are connected directly to the signal boxes by telephone.

The whole of the works, for the description and illustrations of which we are indebted to the *Great Western Railway Magazine*, were completed within eight months.

The Introduction of Workmen's Trains



"Arrival of the Workmen's Penny Train at the Victoria Station," reproduced from "The Illustrated London News" of April 22, 1865. It would appear that this workmen's service, inaugurated by the London, Chatham & Dover Railway between Ludgate Hill and Victoria, via Brixton, on February 27, 1865, was the first to be maintained under Statutory obligation

RAILWAY NEWS SECTION

PERSONAL

We regret to record the death on December 24 of Mr. Archibald Leslie Gibson, Continental Traffic Manager, and Acting Passenger Manager, Southern Area, L.N.E.R.

The Rt. Hon. Lord Latham has been reappointed a Member of the London Passenger Transport Board for a further period of three years from January 20, 1944, on the expiration of his present appointment.

The four British main-line railway companies have appointed Mr. D. H. Handover as their Air Adviser as from January 1, 1944.

We regret to record the death on December 20 of Mr. D. H. Shepley, formerly Secretary, Pensions, etc., Funds (Great Central Section), L.N.E.R.

We regret to record the death on December 20, at the age of 68, of Lt.-Colonel George W. Parkinson, M.C., Chairman of Sir Lindsay Parkinson & Co. Ltd.

The late Lt.-Colonel Sir William Thomlinson, who had been connected with the Seaton Carew Iron Co. Ltd., the Carlton Iron Co. Ltd., and the Normanby Iron Works, left £234,153.

We regret to record the death of Mr. H. F. Loney, O.B.E., who was Chief Goods Manager, Midland Railway, from 1919 until the amalgamation, after which he was for a short period Divisional Goods Manager, Midland Division, L.M.S.R.

At the meeting of the Joint Demurrage Sub-Committee of the Mining Association and the Railways' Special Demurrage Committee of the Railway Clearing House on December 17, a presentation was made to Mr. P. J. Watson, Chief of the General Section, Mineral Manager's Department, L.N.E.R., in connection with his forthcoming retirement from the company's service, as a mark of appreciation of his services. Mr. Watson entered the service of the former G.N.R., in the Mineral Manager's Office, Doncaster, in 1897, and was appointed Chief of the General Section in 1906. Two years later he commenced attending meetings of the railway mineral managers, and since has been attending regularly Railway Clearing House meetings. Mr. Watson has served on R.C.H. committees over a longer period than any other railway official. He has been a member of the Railways' Special Demurrage Committee since its inception at the beginning of the war. Throughout his career his duties have brought him into close contact with coal traders and their associations in all parts of the country, and from them he has received numerous good wishes for a long and happy retirement.

The Rt. Hon. Lord Palmer, who, as already recorded, is retiring on December 31 from the board of the Great Western Railway Company, had been a Deputy-Chairman of the company since 1906. Mr. Ernest Palmer, as he then was, was elected a Director in August, 1898, in place of the late Mr. Murdoch, M.P., and in July, 1906, was appointed joint Deputy-Chairman with the late Mr. Walter Robinson; he became sole Deputy-Chairman on the death of Mr. Robinson in February, 1910. He was born in 1858,

Deputy-Chairman of the Great Western Railway Company, Lord Palmer was a member of all the ten committees of the board, including the Emergency Committee constituted on October 27, 1939, for the duration of the war. He was Chairman of the Engineering Committee and a Director of the Fishguard & Rosslare Railways & Harbours Company; Chairman of the Railway Companies' Association (Parliamentary); and represented the Great Western Company on the Railway Companies' Association; and was on the following Joint Committees: London Midland & Scottish & Great Western; Great Western & Great Central; Great Western & Southern; Hammersmith & City; and Weymouth & Portland.

(See editorial note, page 653)

Mr. Frank Boadle, District Superintendent, Rolling Stock, Ballarat, Victorian Government Railways, has retired after 43 years' service.

Mr. S. H. Fisher, Assistant Chief Operating Manager, L.M.S.R., has been appointed Deputy Chief Operating Manager.

We regret to record the death on December 14, at the age of 81, of Mr. James Barrow Helsby, Managing Director of the Tropical Press Agency Limited.

HEENAN & FROUDE LIMITED

In view of his many outside obligations, Mr. Alan P. Good has asked to be relieved of his responsibilities in connection with the subsidiary companies, other than Fielding & Platt Limited. The opportunity has been taken to modify and strengthen the boards of Heenan & Froude Limited and its subsidiaries where necessary. The following changes consequently have been made:—

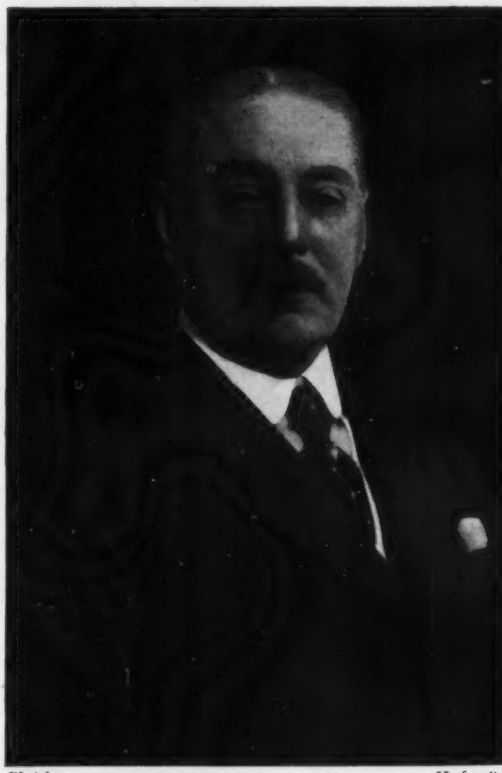
Mr. Alan P. Good has resigned from the boards of Court Works Limited, Caprotti Valve Gears Limited, Associated Locomotive Equipment Limited, and Jones Gas Process Co. Ltd.

Mr. James Fielding, Managing Director of Fielding & Platt Limited, and Mr. W. M. Good have been appointed additional Directors of Heenan & Froude Limited.

Mr. W. M. Good has been appointed a Director, and Chairman, of Caprotti Valve Gears Limited, and Associated Locomotive Equipment Limited, and a Director of Court Works Limited and Jones Gas Process Co. Ltd.

Mr. G. M. Gill, Managing Director of Severn Valley Gas Corporation Limited, has been appointed Chairman of Jones Gas Process Co. Ltd. Mr. W. M. Ratcliffe, Managing Director of Heenan & Froude Limited, has been appointed Chairman of Court Works Limited.

Mr. James Barclay is resigning from the board of Jones Gas Process Co. Ltd.; and Messrs. P. A. A. Gooch and C. E. New from the boards of Caprotti Valve Gears Limited and Associated Locomotive Equipment Limited.



Photo]

[Lafayette

The Rt. Hon. Lord Palmer

Director, Great Western Railway Company, 1898-1943, and Deputy-Chairman, 1906-43

and is the son of the late Mr. Samuel Palmer, one of the founders of the well-known business of Huntley & Palmers Limited, Reading, and was educated at Malvern College and privately abroad. He is a well-known patron of music, and was presented with the honorary freedom of the Worshipful Company of Musicians in recognition of his services to that art. He is the founder of the Royal College of Music Patrons' Fund, as well as the Berkshire Scholarship at the same institution; also of two scholarships at the Guildhall School of Music, and has made many other gifts towards the encouragement of British musical composers and British executive artists. He is also a Vice-President of the Royal College of Organists, and a Director of Huntley & Palmers Limited. In 1916 he was created a Baronet, and was elevated to the Peerage in June, 1933, taking the title of Baron Palmer of Reading. His was the first peerage conferred for services to music. As



*Mr. A. V. Alexander, First Lord of the Admiralty ;
and Mr. E. J. Missenden, General Manager, S.R.*



*Lord Woolton, Minister of Reconstruction ; and
Sir William Wood, President, L.M.S.R.*



*Sir Frank Newson Smith, the Lord Mayor of
London ; Sir Thomas Royden, Chairman, L.M.S.R. ;
and Mr. Ernest Bevin, Minister of Labour*



*Mr. Oliver Lyttelton, Minister of Production ; Sir Charles
Hambro, Chairman, G.W.R. ; Sir John Anderson, Chancellor
of the Exchequer ; and Mr. R. Holland-Martin, Chairman, S.R.*



Lord Leathers, Sir Ronald Matthews, Sir Thomas Royden, Mr. R. Holland-Martin, and Sir Charles Hambro
THE LUNCHEON TO CELEBRATE THE "COMING OF AGE" OF THE MAIN-LINE RAILWAYS
(see pages 670-673)

TRANSPORT SERVICES AND THE WAR—222

A.R.P. on the G.W.R.

More than 70,000 members of the G.W.R. staff have received instruction in the company's A.R.P. training schools, since they were instituted in 1938.

L.M.S.R. Pleasure Steamers at War

Of the L.M.S.R. fleet of Clyde pleasure steamers, 13 are engaged on Coastal Defence work and minesweeping; 3 have been lost, the *Mercury* by mine, and the *Juno* and the *Kylemore* by air attack. The *Caledonia* has an enemy plane to her credit and the *Queen Empress* has bagged two.

Travellers from Eire

During the months of October and November, permits to travel from Eire to Great Britain were granted to 3,814 men and 3,295 women, according to a recent statement by Mr. De Valera; he added that the permits were given to persons leaving Eire to take up work in Great Britain.

Christmas Travel of M.E.F.

In contrast to the British "don't travel" plea, and the ban on Services movements over Christmas, troops of the Middle East Forces received full facilities to move by road or rail for their leave. "After operational traffic, we placed a high priority on leave trains," explained a military official. "In particular we catered for a big flow of troops using trains from Egypt to Palestine. We usually find that many more passengers want to come back from Palestine after Christmas than we took up. This is because large numbers of Servicemen and women manage to get a lift up by road but have to rely upon the railways for the return journey." In addition to Home troops, thousands of South Africans were included in those taking short Christmas leave in the Holy Land. Special trains were run for them. Among the most enthusiastic pilgrims to Bethlehem and other centres of religious interest were many Basutos who saved their pay for months to visit Palestine.

Curtailment of Danish Train Services

According to an announcement of the General Management of the Danish State Railways, the operation of a number of passenger trains was discontinued as from September 5 as it was felt that there was no longer sufficient demand for the services concerned.

Great Belt Ferry Traffic

After an explosion on the Danish State Railways ferry *Sjaelland* on November 4, said to be due to a time bomb, the ferry connection between Korsør (Zealand island) and Nyborg (Funen island) was suspended, but was resumed the next day to a limited extent. No goods are now conveyed, and all passenger accommodation below deck is closed to the public. Travellers are thus compelled to remain on deck exposed to the rigours of the season. In addition, before boarding the ferry, passengers are subjected to a personal examination, as well as close inspection of their hand luggage; the latter may not exceed one article a passenger.

The ferry *Sjaelland*, of 2,600 gross tons, and with accommodation for 1,500 passengers, was on her way from Nyborg to Korsør with 573 passengers on board, in addition to the carriages of the Jutland-Copenhagen express. The first explosion was followed by a second one two hours after the arrival of the ferry at Korsør, and the burning vessel is said to have been beached off Korsør. It is also reported

that an explosion occurred on the west-bound ferryboat *Odin* before it reached Nyborg on the same day that the *Sjaelland* was wrecked, but no particulars are available.

Important Double-Tracking in Asiatic Russia

It is reported that the laying of the second track has been completed on the 1,200 mile Krasnovodsk - Ashkabad - Merv - Bokhara-Samarkand-Tashkent railway. This greatly facilitates the conveyance of Allied supplies into the interior of the Soviet Union. Between Ashkabad and Merv the line runs close to the Persian border, and this facilitated the establishment of a supply line for Allied materials from Persia.

Spanish Motor Traffic Curtailment

In accordance with a recent Order of the Spanish Traffic Commission, the use of motorcars in Spain is forbidden from 10 p.m. Saturday to midnight on Monday. This provision became effective on October 9. In earlier months, the use of motor cars had been forbidden on Sundays only. The new regulation is said to be a result of the curtailment of American-controlled petrol supplies. This is also the reason why the railway operated long-distance bus lines between Madrid and Bilbao and between Madrid and Santander have been discontinued, and the daily bus service between Madrid and San Sebastian is now operating on three days a week only.

A Franco-Swiss Railway

The Chemin de fer Porrentruy-Bonfol, with headquarters at Glovelier, owns the 10½-mile standard-gauge railway from Porrentruy (in the tip of Switzerland pointing towards Belfort) on the Berne-Bienne-Belfort-Paris main line to Bonfol and Pletterhouse. Only the 7-mile section between Porrentruy and Bonfol is now worked, as Pletterhouse is in Alsace and the frontier is closed. Defence measures in Switzerland, and the elimination of road motor competition, combined to cause the number of passengers to rise to 153,600 in 1942, compared with 131,900 in 1941. Goods conveyed totalled 27,400 tonnes, against 22,500 tonnes in 1941. However, the operating ratio was 133 per cent., against 127 per cent. in 1942, and a substantial working loss was thus shown. Expenses were influenced adversely by the high cost of coal (steam operation still obtains on this railway), and by the paralyzing effect which the frontier closure is having on the economic conditions of the locality. Before the war, this railway enjoyed a considerable transit traffic between southern Alsace and Switzerland.

A Swiss-Italian Railway

The Società Ferrovie Regionali Ticinesi, of Locarno, owns and operates the narrow-gauge electric railway between Locarno and Camedo on the Italian frontier, a distance of 12½ route miles; the Locarno electric trams (2½ miles); and the shipping line between Locarno and Brissago (7½ miles), on the Swiss portion of the lake. The railway is better known as the Centovalli Railway. Its extension in Italian territory, as far as Domodossola, a distance of 20½ route miles from Camedo, is owned and worked by the Società Subalpina di Imprese Ferroviarie, an Italian company with headquarters at Domodossola. No trains are worked across the frontier at present, and only two trains daily in each direction were allowed through in summer 1942. The Ferrovie Regionali Ticinesi also works the 15-mile narrow-gauge electric railway between Ponte Brolla and Bignasco (to the

north of Locarno), owned by the associated Ferrovia di Vallemaggia. Ponte Brolla Junction is 4 miles to the west of Locarno.

Railway Restoration in Sumatra

The Deli Railway line of northern Sumatra was completely restored by last September, according to a Japanese broadcast. A permanent railway bridge is said to have been constructed over the Oelar River, some 25 miles south of Medan.

Japanese-Built Bridges in the Philippines

Two bridges connecting the roads between San Pablo in Laguna Province and Tiaong in Tayabas Province, as well as San Pablo and Alomines in Laguna Province, Philippine Islands, are to be opened for traffic soon, according to a Japanese broadcast.

Increased Hungarian Wagon Loading

To cope with increased goods traffic, a recent Order of the Hungarian State Railways (M.A.V.) provides that, from October 1, full wagon loadings of 15-ton M.A.V.-wagons, must exceed the normal load limit by 10 per cent., both for Hungarian internal traffic and in traffic with Slovakia, Bulgaria, or Germany.

Container Traffic in Denmark

The Danish State Railways Administration is reported to be intensifying its endeavours to popularise goods conveyance by container in order to save both packing material and time in loading and unloading wagons. Standard containers of the Danish State Railways have a capacity of 2,200 lb. net, and, as they are mounted on castor wheels, can be moved about with the greatest ease. Rates for consignments loaded in containers are applied only to the net weight, that is, excluding the weight of the container; a fee varying between three and eight kroner (according to distance) is charged, however, for the use of the container. Goods of all kinds may be packed in containers, excepting those which by their smell (such as fish), or because of other qualities, would restrict the further use of the containers concerned.

Military Railway Workers in Canada

Further information is now available regarding the employment in Canada of call-up troops of low medical categories on railway development, operation, and maintenance, to which we made brief reference in our December 17 issue, page 622. This is authorised under an Order-in-Council announced on November 13. The Order provides that Canadian Home Defence troops of medical grading lower than "Pulhems 222222" may be required to perform such work, and that all orders given them in connection with its performance shall be lawful orders given by a superior officer. Thus they remain under military law and discipline. The Order also provides that they remain entitled to pension in case of sickness or injury suffered while performing railway work. The Order authorises the Ministers of Defence and Labour to make financial arrangements relating to railway employment of troops, including charges to be made for their services. In the preamble, it is stated that the men so employed will remain on army pay and allowances, and that, at the end of such services, if the amount of charges made for the work exceeds the pay and allowances due to any member of the Forces, the excess will be paid to him. It is understood that arrangements now are being made at Defence Headquarters for the application of the Order to works in some localities, but it is not believed that the Order will be applied generally throughout Canada.

Congratulatory Messages Received by British Railways

A number of congratulatory messages were received by Sir Ronald Matthews, Chairman of the Railway Companies Association, on the coming of age of the four main-line railway companies of Great Britain. In his speech, reported on page 671 at the luncheon held at the Dorchester Hotel on December 22 to commemorate the event, Sir Ronald Matthews read a reply from H.M. the King to a message of loyalty sent on behalf of the railways. Other messages and replies are reproduced below:—

THE PRIME MINISTER

It is not given to many organisations to celebrate their twenty-first anniversary after they have achieved their centenary. Yet, because Parliament placed the Railways Act of 1921 on the statute book, the four British main-line railway companies have been able to accomplish this most remarkable feat. On this occasion I should like to take the opportunity of expressing to the railway managements and to every railway employee the nation's thanks for the highly efficient manner in which they have met every demand made upon them during the last four years of our desperate struggle with Nazi Germany. Throughout the period of the heavy German air raids on this country the arteries of the nation—the railways—with their extensive dock undertakings, were subjected to intensive attacks. Yet the grim determination, unwavering courage, and constant resourcefulness of the railwaymen of all ranks have enabled the results of the damage to be overcome very speedily and communications restored without delay. Thus, in spite of every enemy effort, the traffic has been kept moving and the great flow of munitions proceeds. Results such as the railways have achieved are only won by blood and sweat, and on behalf of the Nation I express gratitude to every railwayman who has participated in this great transport effort which is contributing so largely towards final victory.

WINSTON S. CHURCHILL

ADMIRALTY, WAR OFFICE, AND AIR MINISTRY

On this, the 21st anniversary of the formation of the four main-line railways, we send our congratulations to the managers and staff. During the war they have excelled themselves, and the magnificent service they rendered during the heavy air raids was a triumph of organisation, devotion to duty, and outstanding skill. That they have been able to handle the vast amount of military traffic and still provide the civilian population with a train service on the present scale, despite depleted and diluted staffs, is a great tribute to those men and women who are giving devoted and self-sacrificing service on the railway system and to the capabilities of the directing staff. The rapidity with which the damaged tracks were re-opened to traffic at the time of the heavy raids on this country proved that the engineering staffs of the great railways are second to none. It may be that even greater burdens will be placed on the railways in the future, but we are confident that the same spirit of co-operation, together with the ability and loyalty they have always displayed, will overcome all difficulties. We are grateful to all railway servants, of every grade, for the way in which they have responded to all the calls made upon them. They will certainly have the satisfaction of knowing, when the final triumph of our cause is achieved, that they

have played a proud and praiseworthy part in the victory of the United Nations.

A. V. ALEXANDER,
First Lord of the Admiralty.
P. J. GRIGG,
Secretary of State for War
A. H. M. SINCLAIR,
Secretary of State for Air

CANADIAN NATIONAL RAILWAYS

All ranks Canadian National Railways join in congratulating four main-line British railway companies upon attainment twenty-one years conspicuously meritorious operation in peace and in war. Especially do we who are earnestly devoting our full energies to Canada's great war effort desire express to all railway workers of Great Britain our unbounded admiration their gallantry in keeping lines of traffic open under circumstances of unparalleled difficulty and danger. You have set distinguished example to the world of free men and we are proud to be of the fraternity to which you have brought such high honour.

R. C. VAUGHAN,
Chairman & President

[REPLY]

On behalf of the four main-line railways of Great Britain and their staff I wish to thank you most sincerely for your cordial message of congratulation on the attainment of our twenty-first anniversary. Such appreciative expression by our fellow railwaymen in Canada of the way in which our wartime difficulties have been overcome is most gratifying to all concerned.

MATTHEWS,
Chairman, Railway Companies' Association

CANADIAN PACIFIC RAILWAY COMPANY

I understand the four great British railway systems will celebrate on January 1 the twenty-first anniversary of the stabilisation of the industry in Britain. The Canadian Pacific extends congratulations on the very satisfactory results achieved by the four systems individually in days of peace and for their most remarkable performance collectively since the outbreak of war. The performance is one which has been witnessed with admiration by railway operators in all parts of the world and particularly by your brothers in the British Commonwealth of Nations.

D. C. COLEMAN,
Chairman & President

[REPLY]

Your kindly message of congratulation to the four main-line railway companies of Great Britain on their coming of age is deeply appreciated by all concerned. Particularly are the railwaymen of Britain gratified by the generous reference to their wartime achievements by their Canadian brothers.

MATTHEWS,
Chairman, Railway Companies' Association

ASSOCIATION OF AMERICAN RAILROADS

On occasion of twenty-first birthday anniversary of the amalgamation of the four British main-line railway companies occurring on January 1 and which am told is being celebrated December 22, I wish to extend on behalf of railways of the United States our congratulations on your accomplishments of the past and our best wishes for the future.

J. J. PELLEY,
President

[REPLY]

British railwaymen celebrating twenty-first anniversary of the amalgamation into

four main-line companies deeply grateful for congratulations and good wishes extended them by the railways of the United States.

RONALD MATTHEWS,
Chairman, Railway Companies' Association

NEW SOUTH WALES GOVERNMENT RAILWAYS

Hearty congratulations main-line railways on attainment twenty-first birthday January 1. May you be celebrating peace on your next anniversary.

T. J. HARTIGAN,
Commissioner for Railways

[REPLY]

Your congratulations on British main-line railways attainment of twenty-first birthday very sincerely appreciated by all concerned.

RONALD MATTHEWS,
Chairman, Railway Companies' Association

SOUTH AFRICAN RAILWAYS & HARBOURS

The South African Railways associate themselves in spirit with celebration of 21st birthday of four main-line British railway companies. Your united purpose has made you a bulwark in the war effort and the celebration of your majority marks another milestone in the long record of achievement by railways throughout the world. Your progress has been an inspiration and your record of public service exemplary. Please accept heartiest congratulations from General Manager and Management of South African Railways & Harbours Administration.

C. M. HOFFE,
General Manager

[REPLY]

Please accept the most sincere thanks of the four main-line British railway companies for your cordial message of congratulations on the attainment of their twenty-first anniversary. Your kindly references to their achievements in peace and war are greatly appreciated.

RONALD MATTHEWS,
Chairman, Railway Companies' Association

INDIAN RAILWAY CONFERENCE ASSOCIATION

Congratulations from Indian Railway Conference Association to British main-line railways on attainment of 21 years of operation, individually in peace and collectively in war.

C. G. W. CORDON,
President

[REPLY]

The four main-line railway companies of Great Britain are deeply grateful for your message of congratulations on their coming of age.

RONALD MATTHEWS,
Chairman, Railway Companies' Association

BRITISH-OWNED ARGENTINE RAILWAYS

British-owned railways in Argentina heartily congratulate British main-line companies on their impending Coming of Age, and offer sincere wishes that your outstanding services to the country may be rewarded by ever increasing prosperity.

J. A. GOUDGE
FOLLETT HOLT
W. HOWARD-WILLIAMS
DAVIDSON

[REPLY]

On behalf of the four main-line railways of Great Britain I thank the British-owned railways of Argentina most sincerely, for their message of congratulations and good wishes.

RONALD MATTHEWS,
Chairman, Railway Companies' Association

Twenty-First Anniversary of Railway Grouping

Lord Leathers' tribute at luncheon

A luncheon was held at the Dorchester Hotel, London, W.1, on December 22, to celebrate the coming of age of the four amalgamated main-line railways. Sir Ronald Matthews, Chairman of the Railway Companies Association, presided, and the principal guest was Lord Leathers, Minister of War Transport. The luncheon was attended by twelve members of the Cabinet, including Lord Leathers, and the guests included leading representatives of all phases of public life, including banking, law, industry, and journalism. Guests at the luncheon received an advance copy of "British Railways in Peace and War," an illustrated booklet prepared by the Publicity Committee of the Railway Executive Committee, and which is the subject of an editorial article on page 655.

Sir Ronald Matthews' Speech

Sir Ronald Matthews, in rising to propose the health of Lord Leathers, Minister of War Transport, said:—

"Before I proceed to propose the toast that stands in my name I have the pleasurable duty of telling you that in reply to a telegram expressing to His Majesty the King the loyalty and devotion of the railway service His Majesty has been graciously pleased to send me the following reply: 'Please express my sincere thanks for their kind and loyal message to all members of your association assembled on this notable anniversary in the history of our railways.'

"I have also another message which I am sure you will be glad to hear; it comes from somewhere in the Middle East, from the sick bed of the Prime Minister. It is a wonderful thing that shows, I think, the extraordinary grasp and interest in every phase of national affairs that, even in sickness, the Prime Minister can find time to take in activities of this sort." He then read the message which, with others received, is given on page 670.

Sir Ronald continued: "May I, on behalf of the four main line railway companies, express the pleasure that we feel that so many distinguished figures in the life of the country should in the midst of their many and great preoccupations have found time to come to our twenty-first birthday party. Particularly do I welcome Lord Leathers, back from his arduous labours in the Middle East, and fully recovered I hope from the results of making use of a form of transport which, for all its modernity, lacks the soothing smoothness of a British express train. Lord Leathers, who has been Minister of War Transport since May, 1941, is the first person ever to hold this office, and since his appointment he has carried with conspicuous success a tremendous burden in connection with his control of rail and road transport, shipping, and canals for the purpose of securing the successful prosecution of the war. Nowhere was the award by His Majesty the King to Lord Leathers of the Companion of Honour received with greater acclamation than throughout the railway world. The present conflict has shown repeatedly what a vital part all transport is playing in the national war effort and, so far as the railways are concerned, we regard it as a tribute to our efficiency that the day-to-day management and operation of our undertakings have been left in the hands of the experienced staff, with no unnecessary interference, the Government's policy being carried into effect through the medium of the Railway Executive Committee under

the able chairmanship of Sir Alan Anderson, the Controller of Railways.

"The British railway industry today consists of four main groups which, as everyone knows, came into being as a result of the Railways Act, 1921. The great undertakings as we know them today spring from those famous companies which were in fact the life blood of the Victorian era which saw the emergence of Great Britain as a great industrial power.

"A great many things are known and remembered about the railways by people of all ages. I hope and believe it will never be forgotten that twice within a quarter of a century, private enterprise has handed over to the nation, in a moment of dire need, an energetic, efficient, and superbly maintained transport weapon in the shape of the railways. Although the international circumstances in 1914 and in 1939 were much the same, domestically the years that preceded those dates were vastly different. In 1914 the railways, though closely regulated by Parliament, had a virtual monopoly of transport and so were prosperous, and one could, therefore, expect that they would be handed over in good condition for their war task. In 1939 they were suffering from a period of alternating trade booms and disastrous slumps during which there was intense and in many ways illogical competition, with the result that much of their capital went unremunerated. Yet through the prudence and forethought of the railway boards, the efficiency of the personnel, and the hard sacrifices of many of the ordinary stockholders, the railways, when war came, were certainly no less efficient than in 1914; on the contrary, they were better equipped, better manned, and in a better state of readiness than ever before.

"In both wars tremendous burdens were thrown on them; in both they have come through by common consent with flying colours and have served the nation as it has a right to be served. I am not permitted even yet to lift the curtain on railway achievements since the outbreak of war, but we recall with pride the part played by the railways since the embarkation of the British Expeditionary Force, all through the dark days of Dunkirk, through our trials in the blitz, on to the African campaign, to Sicily and Italy and now, when even greater burdens are facing us, we are all determined that you, Sir, shall never have cause to complain that we have failed to rise to the occasion.

"With such a record of service to the nation in its time of need, surely those who believe in private enterprise have a right to be proud of the railways which private enterprise has created. It is no reflection on other industries to say that the railway industry has had in the last 21 years a remarkably happy record of co-operation between the staff and the managements. The staff negotiating machinery on the railways is the most highly developed and the smoothest working of any in this country, if not in the world. The relations between the companies and the unions are based on mutual respect and trust and it is our constant endeavour to maintain the highest standards in all our dealings with our staffs.

"The aim in peacetime of those responsible for the direction of the railway companies of Great Britain is three-fold—(1) To give the finest possible service to

the travelling public and to industry; (2) To provide regular employment at a fair level of wages and under the best possible conditions; and (3) To pay a reasonable return on the capital invested.

"Such a programme is perfectly possible if steps are taken to bring about a proper balance between the different forms of transport, particularly in their several responsibilities to the public, their charging powers, their rates of wages and hours of labour. Too much irresponsible and often cut-throat competition such as we had before the war does no good to the transport industry as a whole, and by making it impossible to earn sufficient revenue for re-equipment, in the end can only result in a steadily deteriorating service to the public. On the other hand, too much planning, too much co-ordination and centralisation may have an equally stultifying effect and in the long run produce a condition of unenterprised about which we have heard so much recently.

"We who will have the responsibility of directing the railways after the war are confident that if the British gifts of common-sense, practical wisdom, and fair play are applied to rail, road, sea, water, and air, the transport industry of this country under the stimulating urge of private enterprise and competition by service, will succeed in forging for the Nation an even stronger weapon than ever before.

"I now ask you to rise and drink the Toast of the Minister of Transport, The Rt. Hon. Lord Leathers."

Response by Lord Leathers

Lord Leathers, responding to the toast, and proposing the toast of "The Four Main-Line Railway Companies," said: "Speakers at 21st birthday parties are usually members of the family, but on this occasion I hope the family will allow me, a close friend and well-wisher, to say a few words. I must first offer my hearty congratulations to the railway organisations upon reaching the notable milestone recorded in these 21 years in your career, in a state of vigorous health and strength, and with so many great achievements behind them. The amalgamated companies were born of a family who have served England well for over 100 years. They inherited, and have worthily upheld, a great many of the fine and splendid traditions of that family, but they have also inherited some handicaps, such as the very wide variety of types of plant and equipment bequeathed by their predecessors. During the past 21 years substantial progress has been made towards standardisation of types, and this progress has enabled schemes to be adopted for the pooling of rolling stock and for the better use and sharing of workshop, manufacturing and other facilities. This process has been accelerated during the war and although we regret the disappearance of many famous names, there is no doubt that over all these changes have been for the benefit of the community and I think also of the railway companies.

"Like all A1 young men today, the amalgamated companies have come into their 21st year as fighting men in the national service. They belong to the great 1922 class and yet they were called up unusually early while still only 16 years of age, but in the four years that have passed they have given a war service that shows quite clearly that they have given of their best in those traditional qualities which have been reinforced by those youthful years. The railways are still the mainstay of our inland transport system, and as such an indispensable part of the military machine.

"Three years ago we came to the end of

the period of prolonged enemy air activity, which we called the blitz. During this period in particular the railways took very many hard blows, but they showed a remarkable toughness and resilience which will always redound to the credit of the railways as an institution and particularly to the railway workers in respect of all their efforts and wonderful achievements. The railways therefore may count themselves as part of the military machine which has been trained and hardened in battle. Every day for the past four years railwaymen have been all out fighting and working against time.

"They have fought to turn wagons round more quickly to clear bomb damage on the railways so that traffic may go on, and to reduce to the minimum the loss of time created by blackout conditions. Victories have been won in these and other ways and have been no less important than a victory in the field of battle, for without adequate transport modern warfare would be impossible. As the result of these economies the railways are today moving half as much traffic again as they did before the war. They are moving it moreover without any corresponding increase in the rolling stock and with staffs seriously depleted by the claims of the fighting forces. They have earned the gratitude of the country and have deserved all the congratulations which have been heaped upon them today.

"These wartime achievements, bearing in mind the severe limitations of manpower and material, have proved how well the railways were maintained in a state of readiness in the rather inglorious interlude between the two wars. No other transport agency could have moved the masses of men and material required by modern warfare. Mobility is the essence of strategic success. Our railways, supplemented by the other forms of transport, have given this essential foundation to the country on which to build victory. Few people seem to realise the extent of the railways' achievements. The density of traffic is probably greater than that of any other system in the world.

"On one particular mile of double track for example, no less than 284 trains pass every day. Of these over half are goods trains, and this section is by no means unique. In addition to the regular bread and butter services there are run every week nearly 2,000 Government specials carrying troops and warlike stores, over 6,000 extra trains for workers in Government factories and 1,100 block trains for coal that is consigned from pit-heads direct to consuming areas. The railways are a vital part of the military machine and it will be your privilege and responsibility to play a great part in the gigantic military operations planned for the coming year. In the last six months the number of trains carrying troops and warlike stores has steadily increased. These movements will rise to a taut crescendo as the war in Europe reaches its climax. This country and the United Nations will look to you and I know that you will not fail them.

"Before I sit down I should like through you to send a message of good wishes for Christmas to railway workers everywhere, and 'God speed' to them in these gigantic efforts that they will make in the coming year."

Mr. R. Holland-Martin

Mr. R. Holland-Martin, C.B., who responded, said their party would not have been complete without Lord Leathers, for they invited him to their family gathering not only because he was known to all of them to be a close friend and well wisher, but because they regarded him as the trustee of their family estate.

"As our trustee, we look to you for wise guidance and encouragement," he added, turning to Lord Leathers. "Wise guidance you have always given us, and today our large and united railway family will have been much encouraged by what you have said as to the quality and importance of their work in this war; work that we sometimes have felt to be insufficiently made known to the public, who are apt to think that if their train is a few minutes late it is due to pure incompetence on the part of the railway. Little can the public be told in war-time of the work of the railways, and the nature of the traffic that passes over our lines.

"Nor can the public hear but vaguely of the war damage suffered by our trains and tracks. But all these difficulties go to form the daily task of the men and women on our lines—some of whom have come back from retirement to serve the line they love—and some, the women, have come to take the place of their fathers, husbands, and brothers on active service. Yet one and all cope with this task by day and by night with energy, with smiling faces, and, above all, with courtesy.

"And why? Because we are, every railway man and woman amongst us, proud of our work and of our family traditions. Proud of our offices and men who keep traffic moving and controlled. Proud of the work of our railway engineers and linesmen who restore so speedily any damage done by the enemy. Proud of those who in our workshops build and repair our engines, our coaches and wagons, and, indeed, many other engines of war unknown to the railways in times of peace. Proud of each man and woman who on our platforms, in our yards, or in our offices help to keep the lines running at their best. Proud of all the officers and men on active service and prouder still of those who have given their lives in the service of their country.

"Ours is a great task, but it has its humours—as when a lion escaped from its cage at Clapham Junction, had to be rounded up by our Southern Home Guard and driven into a den by the side of the line and there guarded by their loaded rifles till it could be coaxed into a new cage with succulent kidneys. That the lion had escaped was immediately telephoned to Waterloo. The message sent was 'Lion out of cage, at Clapham Junction.' The message taken down read 'Line out of gauge at Clapham Junction'; a serious message indeed, if correct, from a junction through which over 100 trains pass each hour.

"Lord Leathers' praise and the response that it met with would greatly gratify their railway family and would stir each one of them, from the directors and senior officers down to the latest recruit, to do their very utmost in the great effort to win the war speedily that would shortly be beginning.

"The railway service stands ready to play the great part that Lord Leathers has told you today is theirs," he went on. "But when that part is played and the victory won, we shall expect our family trustee to remember that his ward reached his majority in war-time and to see that the Government of the day, mindful of that ward's services and efficiency in his war work, hands back to us our property in order that we, the largest transport industry in this country, may work out in friendly competition with other transport industries concerned—by sea, by canal, by road, and by air—such a system of transport as will best benefit the people and the trade of this country."

List of Guests

Among those present were:—

Ministers

Rt. Hon. A. V. Alexander, C.H., M.P., First Lord of Admiralty, Rt. Hon. Sir John Anderson, G.C.B., G.C.S.I., G.C.I.E., M.P., Chancellor of the Exchequer, Rt. Hon. Ernest Bevin, M.P., Minister of Labour & National Service, Rt. Hon. R. S. Hudson, M.P., Minister of Agriculture & Fisheries, Rt. Hon. Oliver Lyttelton, D.S.O., M.C., M.P., Minister of Production, Rt. Hon. Herbert Morrison, M.P., Secretary of State for Home Affairs & Home Security, Rt. Hon. W. S. Morrison, M.C., K.C., M.P., Minister of Town & Country Planning, Rt. Hon. Lord Portal, D.S.O., M.V.O., Minister of Works, Rt. Hon. Lord Woolton, C.H., Minister of Reconstruction, Colonel The Rt. Hon. J. J. Llewellyn, C.B.E., M.C., Minister of Food, Rt. Hon. H. U. Willink, M.C., K.C., M.P., Minister of Health.

Ministry of War Transport

Mr. P. J. Noel-Baker, M.P., Parliamentary Secretary.

Sir Cyril Hurcomb, K.C.B., K.B.E., Director-General, Sir Reginald Hill, K.B.E., C.B., Deputy Director-General, Inland Transport, Lt. Colonel Sir Alan Mount, C.B., C.B.E., Chief Inspecting Officer of Railways, Lt. Colonel R. H. Tolerton, C.B., C.B.E., D.S.O., M.C., Assistant Director-General.

Board of Trade

Sir Arnold E. Overton, K.C.G., K.C.M.G., M.C., Permanent Secretary.

Ministry of Production

Mr. J. H. E. Woods.

Ministry of Home Security

Sir William Brown, K.C.B., K.C.M.G., C.B.E., Permanent Secretary.

Ministry of Supply

Sir William Douglas, K.C.B., K.B.E., Permanent Secretary.

Ministry of Town & Country Planning

Sir Geoffrey Whiskard, K.C.B., K.C.M.G., Permanent Secretary.

Post Office

Sir Thomas Gardiner, G.B.E., K.C.B., Director-General.

Ministry of Fuel & Power

Sir Frank Tribe, K.B.E., C.B., Secretary.

Home Office

Sir Alexander Maxwell, Permanent Under-Secretary.

War Office

Sir Frederick Bovenschen, K.B.E., C.B., Joint Permanent Under-Secretary of State for War, General Sir Thomas Riddell-Webster, K.C.B., D.S.O., Quartermaster-General to the Forces.

Admiralty

Sir Henry Markham, K.C.B., M.C., Permanent Secretary.

Air Ministry

Sir Arthur Street, K.C.B., K.B.E., C.M.G., C.I.E., M.C., Permanent Under-Secretary.

Ministry of Labour & National Service

Sir Thomas Phillips, K.C.B., K.B.E., Permanent Secretary.

Ministry of Aircraft Production

Sir Harold Scott, K.B.E., C.B., Permanent Secretary.

Ministry of Information

Mr. C. J. Radcliffe, K.C., Director-General.

The City of London

Sir Frank Newson-Smith, Lord Mayor.

Press

Lt.-Colonel Hon. J. J. Astor, M.P., Rt. Hon. Lord Camrose, Rt. Hon. Lord Kemsley, Rt. Hon. Lord Southwood, Mr. Lawrence J. Cadbury, O.B.E., Rt. Hon. Lord Rothermere, Mr. R. M. Barrington-Ward, D.S.O., M.C., Editor, *The Times*, Mr. A. E. Watson, Editor, *The Daily Telegraph*, Mr. F. J. Prew, Editor, *The Daily Mail*, Mr. A. Christiansen, Editor, *The Daily Express*, Mr. F. Cudlip, Editor, *The Daily Herald*, the Hon. G. Lionel Berry, Editor, *The Daily Sketch*, Mr. A. Roland Thornton, Joint Editor, *The Daily Sketch*, Mr. Gerald Barry, Editor, *News Chronicle*, Mr. Hargreaves Parkinson, Editor, *Financial News*, Mr. A. G. Cole, Editor, *The Financial Times*, Mr. S. R.

Elliott, Editor, *The Evening Standard*, Mr. A. L. Cranfield, Editor, *The Star*, Mr. John Gordon, Editor, *Sunday Express*, Mr. Cyril Lakin, Assistant Editor, *The Sunday Times*, Mr. R. T. Lewis, Editor, *The Sunday Dispatch*, Mr. Stuart Campbell, Editor, *Sunday Pictorial*, Mr. Henry Martin, Press Association, Mr. P. Burn, Exchange Telegraph, Mr. G. Crowther, Editor, *The Economist*, Mr. J. A. Kay, Editor, *The Railway Gazette*, Mr. C. F. Klapper, Assistant Editor, *Modern Transport*, Mr. J. Bone, London Editor, *The Manchester Guardian*, Mr. A. E. Holdsworth, London Editor, *The Yorkshire Post*, Mr. E. F. Balloch, London Editor, *Glasgow Daily Record*, Mr. E. James, London Editor, *Cardiff Western Mail*, Mr. J. L. Nixon, London Editor, *Birmingham Post*, Mr. R. W. Foot, O.B.E., M.C., Director-General, B.B.C., Mr. Robert Bunnelle, Associated Press of America, Mr. Hugh McMichael, *The Scotsman*, Mr. J. Proudfoot, *The Glasgow Herald*, Mr. J. H. Chillman, *The Sussex Daily News*, Mr. F. M. Inwood, *The Westminster Press*, Mr. E. Murrow, Columbia Broadcasting Association.

Road Transport

Sir Frederick Heaton, Chairman & Managing Director, Thomas Tilling Limited, Mr. R. J. Howley, C.B.E., Chairman, British Electric Traction Co. Ltd., Mr. G. N. Wilson, Chairman, British Road Federation, Major H. E. Crawford, President, Associated Road Operators, Mr. Roger W. Sewill, Director, Associated Road Operators, Mr. Sidney Garcke, C.B.E., British Electric Traction Co. Ltd., Major R. A. B. Smith, M.C., President, Commercial Motor Users Association.

London Passenger Transport Board

Mr. T. E. Thomas, C.B.E., General Manager, Mr. G. C. Page, Secretary and Chief Legal Adviser, Mr. L. C. Hawkins, Comptroller.

Chamber of Shipping

Mr. I. C. Geddes, President, Mr. P. Maurice Hill, General Manager.

Canal Association

Mr. M. Kissane, President.

Dock & Harbour Authorities Association

Sir Douglas Ritchie, M.C.

Institute of Transport

Mr. J. S. Nicholl, C.B.E., ex-President, Mr. F. W. Crews, Secretary.

Stock Exchange

Mr. R. B. Pearson, Chairman.

Association of British Chambers of Commerce
Mr. Henry Morgan, President.

Trade Unions

Mr. F. J. Burrows, President, N.U.R., Mr. J. Benstead, General Secretary, N.U.R., Mr. T. Burns, President, A.S.L.E.F., Mr. W. P. Allen, General Secretary, A.S.L.E.F., Alderman Percy Morris, J.P., President, R.C.A., Mr. C. N. Gallie, General Secretary, R.C.A., Mr. Arthur Deakin, Acting General Secretary, Transport & General Workers' Union.

Federation of British Industries

Sir George Nelson, President.

Mining Association of Great Britain

Sir Evan Williams, Bart., President.

British Employers Confederation

Sir Harry Brand.

Others

Sir Alan G. Anderson, G.B.E., Chairman, Railway Executive Committee, Sir William Stanier, Scientific Adviser to the Ministry of Production, Mr. Richmond Temple, Mr. H. A. Chapman, Acting Secretary, Railway Companies' Association, Mr. J. R. Hind, British Railways Press Office, Mr. Theodore Instone, Chairman, S. Instone & Co. Ltd., Mr. G. Cole Deacon, Secretary, Railway Executive Committee, Mr. A. E. Sewell, Road-Rail Conference, Mr. G. S. Szlumper, C.B.E., Director-General of Supply Services, Ministry of Supply, Sir Walter Monckton, K.C.V.O., K.C., M.C.

London & North Eastern Railway

Sir Ronald Matthews, Sir Charles Newton, Chief General Manager, Mr. O. H. Corble, Assistant General Manager, Mr. C. G. G. Dandridge, Advertising Manager, Lt.-Colonel The Hon. A. C. Murray, C.M.G., D.S.O., Member of Local Board for Scottish Area, Mr. Oliver Bury, Director, Mr. A. K. McCosh, Director, Mr. W. K. Whigham, Director, Mr. Kenelm Kerr, O.B.E., Assistant General Manager (Staff), Mr. G. Mills, Divisional General Manager (Southern Area), Mr. C. M. Jenkin-Jones, Divisional General Manager (North-Eastern Area), Mr. V. M. Barrington-Ward, D.S.O., Assistant General Manager (Operating), Mr. M. Beevor, Chief Legal Adviser, Mr. L. C. Glenister, Chief Accountant.

London Midland & Scottish Railway

Sir Thomas Royden, Bart., C.H., Chairman,

Sir Robert Burrows, Deputy-Chairman, Sir William Wood, President, Mr. A. J. Pearson, Assistant to President, Mr. G. H. Loftus Allen, Advertising & Publicity Officer, Rt. Hon. Lord Aldenham, Director, Sir Francis Joseph, Bart., K.B.E., Director, Mr. Ashton Davies, C.V.O., O.B.E., Vice-President, Mr. G. L. Darbyshire, O.B.E., Vice-President, Mr. T. W. Royle, M.B.E., Chief Operating Manager, Mr. F. A. Pope, Chief Commercial Manager, Sir Ralph Glyn, Bart., M.C., M.P., Director, Sir Harold Hartley, C.B.E., F.R.S., Vice-President, Mr. G. Morton, Chief Accountant, Mr. W. K. Wallace, Chief Civil Engineer.

Great Western Railway

Sir Charles Hambro, K.B.E., M.C., Chairman, Rt. Hon. Lord Palmer, Deputy-Chairman, Sir James Milne, K.C.V.O., C.S.I., General Manager, Mr. K. W. C. Grand, Assistant General Manager, Mr. R. F. Hurford, Acting Publicity Officer, Colonel Sir Charles Wright, Bt., G.B.E., C.B., Director, The Hon. Sir Edward Cadogan, K.B.E., C.B., M.P., Director, Mr. F. R. E. Davis, C.B.E., Secretary, Mr. Gilbert Matthews, Superintendent of the Line, Mr. F. W. Lampitt, Chief Goods Manager, Mr. A. S. Quartermaine, C.B.E., M.C., Chief Engineer, Mr. C. R. Dashwood, O.B.E., Chief Accountant, Mr. G. E. Orton, Commercial Assistant to the Superintendent of the Line & Public Relations Officer, Mr. P. W. Pine, Solicitor, Mr. F. Weller, Assistant to General Manager for Special Duties.

Southern Railway

Mr. R. Holland-Martin, C.B., Chairman, Colonel E. Gore-Browne, D.S.O., O.B.E., A.D.C., Deputy-Chairman, Mr. E. J. Missenden, O.B.E., General Manager, Mr. John Elliot, Deputy General Manager, Mr. F. J. Wymer, C.B.E., Assistant (Planning), The Rt. Hon. Sir George Courthope, Bart., M.C., M.P., Director, Sir Herbert Walker, K.C.B., Director, Mr. George Ellison, C.B.E., Chief Engineer, Mr. R. M. T. Richards, O.B.E., Traffic Manager, Mr. O. V. Bulleid, Chief Mechanical Engineer, Colonel C. J. Francis, C.B.E., Stores Superintendent, Mr. R. G. Davidson, Chief Accountant, Sir Francis H. Dent, C.V.O., Director, Mr. H. L. Smedley, Solicitor.

Railway Research Service

Captain C. E. R. Sherrington, M.C., Secretary.

Railway Clearing House

Mr. J. E. T. Stanbra, Secretary.

Parliamentary Notes

Shortage of Coal Wagons

Lt.-Colonel L. H. Gluckstein (Nottingham East—C.) on the motion for the adjournment of the House of Commons on December 17 raised the question of the shortage of coal wagons. He said that a serious position had arisen in the coal-fields of the Notts and Derby district. In the three weeks ended December 11 116,000 tons of coal were lost to war factories and domestic consumers through a lack of wagon transport to remove the coal from the pit-head. He was prepared to agree that the shortage of wagons in the Notts and Derby coalfield district might be due to a partial breakdown in the transport system and that that partial breakdown might have been aggravated by the influenza epidemic. He wanted to stress on the Parliamentary Secretary, Ministry of War Transport, that he should accord the highest wagon priority to the carriage of coal. The supply of wagons was inadequate, and after four years of war, wagons were tending to break down and fall into disrepair.

Mr. Evelyn Walkden (Doncaster—Lab.) said that the issue raised in his division was the time now spent in repairing wagons.

Mr. Aneurin Bevan (Ebbw Vale—Lab.) said we had the craziest method in the world of distributing coal, and an archaic way of unloading it by hand.

Mr. P. J. Noel-Baker (Joint Parliamentary Secretary, Ministry of War Transport)

said he agreed that the Government must do everything in its power to meet the needs of the coal mines for railway wagons. The railways were carrying a great and continually increasing burden. They had cut passenger train mileage since 1939 by 30 per cent. The amount of traffic had increased by 60 per cent., and was still going up. Trains were loaded 125 per cent. more than before the war. Freight traffic was increasing still more. In the higher classes of merchandise it had increased by 106 per cent. since pre-war days; and in the lower classes of merchandise and minerals, excluding coal, by 96 per cent., and ton-miles of coal, coke, and other fuel were up by 24 per cent. Taking all in all, the railways were now carrying in every 24 hours about 1,000,000 ton-miles more than before the war. It was evident that they could not increase their wagons in that proportion. Subject to war limitations, they had to do everything possible to increase the supply of wagons, keep them running by adequate repairs, and obtain quicker turnaround. The present pool of wagons, railway and private, requisitioned, was about the same as it was before the war, perhaps a little higher. The number of wagons awaiting repair, or not repaired, was a little over 5 per cent.—it was about 5.28 per cent. on November 12, which was the last figure he had. That was a good deal lower than it was in the summer, as the summer was always the peak of wagon repair. In the last eight weeks the situa-

tion had improved by no fewer than 22,000 wagons, and the figure was better today by 3,000—that was the figure of wagons under repair—than it was on January 1 of this year. The age of the wagons was above normal. For over four years they had been subjected to abnormal wear and tear, and repair had become increasingly necessary and difficult to effect.

The Minister of Labour had given to wagon repair the same priority in regard to labour as for the Ministry of Aircraft Production. Labour was coming in, and if the labour was obtained, it was expected to bring the figure down to 4 per cent., which would put another 16,000 wagons on the rails. Every measure had been taken to that end, and investigations were now in progress for finding additional labour and equipment to help in the task of repair. The railways were not adhering to peacetime standards; far from it. They were doing only the minimum required to make the running of the wagons safe, and sought also to increase the total supply of wagons. An order for the building of 10,000 mineral wagons had been placed, and an additional order for 5,000 was to be placed shortly. These would be 14-ton wagons, if his information was right. He hoped for an average delivery of 1,500 a month.

More important than either repairs to wagons or reconstruction was the turnover he had mentioned. They were trying to get the users of wagons to unload quickly and reduce the turnover, and, of all the precautions taken, that was by

far the easiest and by far the most rewarded. At present the average time for the through journey was 9 days.

During last winter, by vigorous measures that the railways and the Ministry of War Transport took and the propaganda they did, the average turn-round was cut by 9 hours. That was the equivalent in carrying capacity of the addition of 55,000 wagons. He was certain that as far as wagon capacity was concerned and their ability to meet the demand, the supply ahead was the crux of the problem.

Apart from increasing wagon-capacity in those ways they could divert traffic. In the first 11 months 19,000,000 tons were carried by coaster, and by canal and inland waterway 5,000,000 tons. More could have been taken on the canals if more boats and crews had been available, but that was a very considerable contribution. There had been no hesitation in calling in road transport where it was required. He did not think that road transport could ever be used on a large scale for long-distance transport for such a cargo as coal, but it could be used for goods which would relieve the pressure on the wagons and so make more wagons available for coal. It was used recently in South Wales, where there was a very acute but temporary congestion in the ports. Under the road haulage system 1,000 lorries or thereabouts were sent down and these helped to clear that congestion in about eight days.

In the last two weeks there had been another factor—influenza. The railways had done everything they could to dilute their staff with boys and women and he thought they had done very well, but there were limits beyond which they could not go. In particular, they had not been able to increase the numbers of their train crews and, as in the bus services, it was the trained operating crews who were the bottle-neck of the services and he realised that the operating crews were very near the limit of their strength. For four years they had worked for very long hours in bad conditions. In recent weeks they had all too often met the railwayman's worst enemy—fog. They had kept their services running in a magnificent way and the nation owed them a great debt for the patriotism, patience, and endurance which they had shown. Taking the whole staff of the railways, 10 per cent. had been away from duty in recent weeks with influenza. The figure for the train crews would not be less than that, and in all probability it was a good deal more. That meant that trains in great numbers had been cancelled. On one day alone during the week before last the L.M.S.R. had to cancel no less than 71 passenger trains to find crews for freight trains, and very often even that had not found crews for freight trains. On one section of the main line between Stratford and Whitemoor 9 main-line freight trains had to be cancelled on Wednesday of that week because no crews could be found. That was the real cause of the difficulty in the coal mines at present. They had been working at it, but influenza had beaten them. When the wave of sickness had passed they would return to a fifth blackout winter, and he hoped that the measures taken would begin to produce real results.

SPOT WELDING FOR LIGHT ASSEMBLIES.—The British Standards Institution has issued B.S. 1140, relating to the application of spot welding to the fabrication of mild-steel assemblies comprising two or more thicknesses of metal.

Notes and News

Signal & Tablet Inspector Required.

—The services of a signal & tablet inspector are required by the Sudan Railways. Details are given in our Official Notices on page 675.

Wellington, Grey & Bruce Railway Company.—Details are given in our Official Notices of payments on the 7 per cent. bonds of the Wellington, Grey & Bruce Railway Company.

U.S.A. Railway Stock Issue Refused.

—The U.S.A. Interstate Commerce Commission is reported to have refused permission to the Chesapeake & Ohio Railway Company to issue \$76,574,000 preference stock (of \$100 par value) as a dividend to its common stockholders.

Railway Accident in India.—Thirty-nine persons are stated to have been killed, and eighty-eight injured, as the result of an accident which occurred four miles south of Villupuram Junction, South Indian Railway, on November 14, when, through causes not yet known, the Indo-Ceylon Boat Mail, bound for Madras, was derailed.

South Manchuria Railway Budget.—The German official news agency, quoted by Reuters, reports from Hsinking that the budget of the South Manchuria Railway for the year beginning April 1, 1944, does not provide for any new works, but that it is expected that the sum of 500,000,000 yuan will be spent on the improvement of permanent way, and other installations.

Lord Leathers' Message.—Lord Leathers, Minister of War Transport, has sent the following Christmas message to all transport workers:—

"Wherever you may be serving on our worldwide network of land and sea communications, you are all in your daily task maintaining those lines of supply without which the armed forces of the United Nations could not pursue the struggle against our enemies. The mass invasion of Europe, for which you have been preparing the way, will be the greatest transport task ever undertaken and the supreme trial of you all. Each one of you—seamen, dockers, boatmen, railwaymen, road transport workers—has a part to play no less important than that of the man in the line of assault. To you all I send Christmas greetings and best wishes for the success of your efforts in the New Year, which we must make the year of decisive victory.

Lord Ashfield's Message to L.P.T.B. Employees.—In a Christmas message in *Pennyfare*, the London Transport news-sheet, Lord Ashfield sends greetings to all members of the staff, and points out that in 1943 they have triumphed over every obstacle, and the travelling public owes a debt of gratitude which is freely acknowledged. "But if 1943 has been difficult for us," Lord Ashfield continues, "it has also been a year of gathering strength for the United Nations in their struggle against the enemy. It may well be that the coming year will prove to be the year of decision in the European war. In these forthcoming dramatic events each one of us has a part to play, and you whose duty lies in the provision of a service essential to the life of London will, I know, continue to make your full contribution." Lord Ashfield concludes by saying: "Let us, therefore, be resolved to keep our eyes firmly fixed on the goal, so that until final victory is achieved no failure on our part shall impede the full progress of

the war machine, of which London Transport constitutes a very important part."

Madras & Southern Mahratta Railway Co. Ltd.—The Government of India has expressed the desire to terminate on March 31, 1944, the working contract with the Madras & Southern Mahratta Railway Co. Ltd., which under present arrangements would not expire until December 31, 1945. Negotiations are proceeding between the Board and the Secretary for India to deter-

British and Irish Railway Stocks and Shares

| Stocks | Highest 1942 | Lowest 1942 | Prices | |
|-----------------------------------|--------------|-------------|---------------|-----------|
| | | | Dec. 28, 1943 | Rise/Fall |
| G.W.R. | | | | |
| Cons. Ord. ... | 58 | 39 | 62 | + 3 |
| 5% Con. Pref. ... | 115½ | 105½ | 117 | — |
| 5% Red. Pref. (1950) ... | 109½ | 103½ | 107 | — |
| 5% Rt. Charge ... | 133½ | 123½ | 128½ | — 1 |
| 5% Cons. Guar. ... | 130½ | 121½ | 127½ | — |
| 4% Deb. ... | 117 | 105 | 113½ | — 1 |
| 4% Deb. ... | 118 | 108 | 113½ | — 1 |
| 4% Deb. ... | 125 | 113 | 119½ | — 1 |
| 5% Deb. ... | 137 | 127 | 129½ | — 1 |
| 2½% Deb. ... | 77 | 70 | 72½ | — 2 |
| L.M.S.R. | | | | |
| Ord. ... | 28½ | 16½ | 33½ | + 1 |
| 4% Pref. (1923) ... | 63½ | 50½ | 62 | + ½ |
| 4% Pref. ... | 76½ | 67½ | 77 | + ½ |
| 5% Red. Pref. (1955) ... | 103½ | 94½ | 102½ | — |
| 4% Guar. ... | 104½ | 97½ | 100½ | — |
| 4% Deb. ... | 108½ | 101½ | 104½ | — 1 |
| 5% Red. Deb. (1952) ... | 111 | 107½ | 109½ | — |
| L.N.E.R. | | | | |
| 5% Pref. Ord. ... | 9½ | 2½ | 10½ | + ½ |
| Def. Ord. ... | 5 | 1½ | 5½ | — |
| 4% First Pref. ... | 62 | 49½ | 61 | + ½ |
| 4% Second Pref. ... | 32½ | 18½ | 34½ | + 1½ |
| 5% Red. Pref. (1955) ... | 95½ | 79 | 98½ | — |
| 4% First Guar. ... | 98 | 88 | 98 | + ½ |
| 4% Second Guar. ... | 90 | 78 | 90 | — |
| 3% Deb. ... | 85 | 76 | 81½ | — |
| 4% Deb. ... | 106½ | 100½ | 103½ | — |
| 5% Red. Deb. (1947) ... | 106 | 103 | 103 | — |
| ½% Sinking Fund Red. Deb. ... | 106 | 102½ | 104½ | — |
| SOUTHERN | | | | |
| Pref. Ord. ... | 77 | 61½ | 76 | — 1 |
| Def. Ord. ... | 23½ | 14½ | 25½ | + 1½ |
| 5% Pref. ... | 112½ | 104½ | 116 | — ½ |
| 5% Red. Pref. (1964) ... | 110½ | 105½ | 112½ | — |
| 5% Guar. Pref. ... | 131 | 121½ | 127½ | + 1 |
| 5% Red. Guar. Pref. (1957) ... | 115½ | 109½ | 112½ | — |
| 4% Deb. ... | 116 | 104½ | 111½ | — |
| 5% Deb. ... | 134 | 125½ | 127 | — |
| 4% Red. Deb. (1962-67) ... | 110½ | 106 | 107½ | — |
| 4% Red. Deb. (1970-80) ... | 111 | 106½ | 108½ | — |
| FORTH BRIDGE | | | | |
| 4% Deb. ... | 109½ | 108 | 105 | — 1 |
| 4% Guar. ... | 105½ | 100 | 102½ | — 1 |
| L.P.T.B. | | | | |
| 4½% "A" ... | 122½ | 111 | 119 | — |
| 5% "A" ... | 131½ | 122 | 127½ | — 1½ |
| 3% Guar. (1967-72) ... | 95½ | 97½ | 98 | — |
| 5% "B" ... | 121 | 111½ | 118½ | — ½ |
| "C" ... | 56½ | 38 | 65 | — ½ |
| MERSEY | | | | |
| Ord. ... | 27½ | 20½ | 33½ | + 1 |
| 3% Perp. Pref. ... | 61½ | 56½ | 66 | — |
| 4% Perp. Deb. ... | 102½ | 99½ | 103 | — |
| 3% Perp. Deb. ... | 80½ | 76 | 79 | — |
| IRELAND BELFAST & C.D. | | | | |
| Ord. ... | 9 | 4 | 7½ | — 1 |
| G. NORTHERN | | | | |
| Ord. ... | 29½ | 12½ | 23 | — |
| Pref. ... | — | — | 42½ | — ½ |
| Guar. ... | — | — | 60 | — |
| Deb. ... | — | — | 81 | — ½ |
| G. SOUTHERN | | | | |
| Ord. ... | 25 | 10 | 29 | — |
| Pref. ... | 29 | 12½ | 30 | — |
| Guar. ... | 53 | 35½ | 62 | — 1 |
| Deb. ... | 71½ | 55½ | 86 | — 1½ |

§ ex-dividend

PARLIAMENTARY AND OFFICIAL NOTICES

London Midland and Scottish Railway Canals

NOTICE IS HEREBY GIVEN that application has been made to Parliament in the present Session by the London Midland & Scottish Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill for purposes of which the following is a concise summary:—

1. Closing to navigation the following canals or parts of canals:—Part of the Huddersfield Narrow Canal in the Counties of Lancaster and the West Riding of the County of York; the Ulverston Canal in the County of Lancaster; the Coalport Canal in the County of Salop; Part of the Lancaster Canal in the Counties of Lancaster and Westmorland and in the County Borough of Preston; the Leek Branch of the Trent and Mersey Canal in the County of Stafford; Part of the Cromford Canal in the Counties of Derby and Nottingham; Part of the Ashby Canal in the County of Leicester; Part of the Shropshire Union Canal in the Counties of Montgomery, Salop, Denbigh, Flint, Chester and Stafford.
2. Transfer of the Huddersfield Broad Canal and part of the Huddersfield Narrow Canal in the West Riding of the County of York to the Company of Proprietors of the Calder and Hebble Navigation. Application of the Calder and Hebble Canal Acts to the transferred canals.
3. To provide that provisions in canal Acts similar to those contained in sections 127 to 131 inclusive of the Lands Clauses (Consolidation) Act, 1845, shall cease to apply to any land now vested in the Company.
4. Application amendment or repeal of Acts.

On and after the 4th day of December, 1943, a copy of the Bill may be inspected and copies thereof obtained at a price not exceeding two shillings for each copy at the office of Mr. O. T. Tewson, Divisional Solicitor, Hunts Bank, Manchester, at the Stationmaster's Office at the following railway stations of the Company, viz.:—Huddersfield, Shrewsbury, Oxenholme, Preston, Stoke-on-Trent, Derby, Nottingham, Ashby-de-la-Zouch, Butterington, Denbigh, Mold and Chester, and also at the undermentioned offices.

Dated this 22nd day of December, 1943.

ALEXANDER EDDY,
L.M.S. Headquarters,
Watford, Herts.,
Chief Legal Adviser.

BEALE & CO.,
22, Great Smith Street,
Westminster, S.W.1,
Parliamentary Agents.

London Midland and Scottish Railway

NOTICE IS HEREBY GIVEN that application has been made to Parliament in the present Session by the London Midland & Scottish Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill for purposes of which the following is a concise summary:—

1. Supply of surplus water from the Shropshire Union Canal.
2. To provide that notice of candidature for the office of director be given to the Company.
3. To provide that in regard to the claims to stock in the Company in virtue of holdings of stocks or shares in companies amalgamated with absorbed by or vested in the Company the registers of the Company shall be conclusive and to sanction the destruction of the registers and other records of such companies.
4. To vary the power to make rules for the Company's Savings Bank in regard to the date and the filing of accounts.
5. Amendment of Acts.

On and after the 4th day of December, 1943, a copy of the Bill may be inspected and copies obtained at a price not exceeding one shilling for each copy at the undermentioned offices.

Dated this 22nd day of December, 1943.

ALEXANDER EDDY,
L.M.S. Headquarters,
Watford, Herts.,
Chief Legal Adviser.

BEALE & CO.,
22, Great Smith Street,
Westminster, S.W.1,
Parliamentary Agents.

OVERSEAS EMPLOYMENT: SUDAN GOVERNMENT RAILWAYS require the services of a SIGNAL AND TABLET INSPECTOR, preferably unmarried. Candidates should have had workshop and outdoor experience in the maintenance and renewal of signalling installations, Tablet, Telephone and Telegraph Instruments. They should also have some knowledge of train control apparatus and be able to prepare signal diagrams, interlocking table and working charts. The candidate, on appointment, will be required to take charge of a district with Sudanese staff under him. He must possess personality, tact and aptitude for control of staff.

Starting rate of pay £E.324-360 per annum (£E.1 =

£1 0s. 6d.) according to age and qualifications, with biennial increases in accordance with Government Scales, viz.: £E.324-360-396-432-480-540-600. First increase subject to passing Arabic Examination.

Successful candidate will be appointed on Probationary Contract for five years and subscribe to the Provident Fund, after which—if not accepted to pension—he will be paid a bonus equivalent to 20 per cent. of the pay drawn between the date of his retirement and the completion of two years' service. Free passage on appointment. Strict medical examination.

Written applications (no interviews), giving full details of age, National and Armed Forces registration numbers, qualifications, experience and name and address of present employers, should be sent to the Secretary, Overseas Manpower Committee (Ref. 957), Ministry of Labour and National Service, Alexandra House, Kingsway, London, W.C.2.

Canadian National Railway Company

WELLINGTON GREY & BRUCE RAILWAY COMPANY, 7 PER CENT. BONDS.

NOTICE IS HEREBY GIVEN that the estimated earnings of the Wellington Grey & Bruce Railway Company for the half-year ending 31st December, 1943, applicable to meet outstanding interest on the above Bonds redeemed up to and including 1st January, 1942, will admit of the payment of £6 18s. 3d. per £100 Bond, and that this payment will be applied as follows, viz.:—

£ 16s. 9d. balance due for Coupon No. 127 due 1st January, 1934.
£3 10s. 0d. full payment of Coupon No. 128 due 1st July, 1934.
£2 11s. 6d. on account of Coupon No. 129 due 1st January, 1935.

and will be made on and after 1st January, 1944, at the offices of the Canadian National Railway Company, Orient House, 42-45, New Broad Street, London, E.C.2, England.

The coupons must be left three clear days for examination.

A. H. CONEYBEARE,
European Secretary & Treasurer.
London, 23rd December, 1943.

mine the terms of the proposed acquisition. When these are settled, an extraordinary meeting of stockholders will be convened to consider the matter.

U.S.A. Railway Strike Decision.—Two of the five railway operating unions in the U.S.A., and the non-operating unions, have called off the strike planned to commence on December 30, and have agreed to accept the arbitration of President Roosevelt in their disputes. Late on December 27 the President ordered the Secretary for War to take over control of the railways.

Road Accidents in November, 1943.—The return issued by the Ministry of War Transport of the number of persons reported to have died, or to have been injured, as a result of road accidents in Great Britain during the month of November last shows 539 deaths (compared with 681 in November, 1942), 2,814 seriously injured (compared with 3,217 in November, 1942), and 7,730 slightly injured (compared with 9,263 in November, 1942).

Great Southern Railways (Ire).—The Eire Government has officially accepted the proposed scheme for reconstruction of the capital of the Great Southern Railways Company involving the formation of a new statutory company and a certain guarantee of principal and interest by the Government. The scheme is to be included in new transport legislation to be introduced early in 1944. The tribunal of inquiry set up by the Government to inquire into dealings in Great Southern Railways' stocks prior to the official announcement of the scheme held a preliminary sitting in Dublin on December 22 and adjourned after making arrangements for the submission of evidence. The Chairman of the tribunal is

Mr. Justice Overend, and other members of the tribunal are Judge Cahir Devitt, and Judge Barra O'Brian.

Home Railway Dividends.—The announcements of revenues and dividends for the year 1943 by the boards of the four main-line railway companies are expected to be made on the following dates:—

| | |
|------------------|--------------|
| L.M.S.R. | February 9. |
| L.N.E.R. | February 17. |
| Southern Railway | February 17. |
| G.W.R. | February 18. |

L.M.S.R. Bills.—In our Official Notices are given details of two Bills, for permission to bring in which the London Midland & Scottish Railway Company has applied to Parliament. That referring to the Shropshire Union Canal formed the subject of a news paragraph in our December 17 issue; and that referring to certain other canals was mentioned in our December 10 issue.

Christmas Rail Traffic.—On most of the British railways the heaviest holiday passenger traffic occurred on Christmas Eve and on the morning of December 28, but in only a few cases passengers had to wait for later trains. The L.N.E.R. experienced in most areas a Christmas period quieter than a normal weekend; and the G.W.R. had little difficulty in clearing its trains, which in many cases were not uncomfortably crowded. The L.M.S.R. handled successfully a heavy passenger traffic; and on the Southern Railway trains for Bournemouth and the West were crowded, although other lines experienced more normal travel. Sunday and Boxing Day were quiet. Parcels traffic tended to be heavy, but military personnel rendered valuable assistance.

Contracts and Tenders

Below is given a list of orders placed recently by the Egyptian State Railways:—

P. & W. MacLellan Limited: Bars, mild-steel sections.

Sentinel Waggon Works (1936) Limited: Cylinder heads.

John George & Sons Ltd.: Nails.

Siemens Bros. & Co. Ltd.: Special screws for rubber foot-assembly, insulating paper.

Siemens Electric Lamps & Supplies Limited: Electric lamps for rolling stock.

Haywards Co. (Addressing Machines) Ltd.: Stencil cards.

British Insulated Cables Limited: Copper wire.

Ericsson Telephones Limited: Switchboard spare parts, binders, tapes, plugs.

Dubilier Condenser Co. (1925) Ltd.: Transmitting condensers.

Pickford Tool Co. Ltd.: Patch taps.

George Angus & Co. Ltd.: Belting.

North British Locomotive Co. Ltd.: Slide bars, cylinders, coupling rods.

Attwater & Sons Ltd.: Insulating cardboard micanite sheets.

C. C. Wakefield & Co. Ltd.: Gunmetal bodies for lubricators.

Holden & Brooke Limited: Spares for steam railcars.

Phoenix Telephone & Electric Works Limited: Telephone receivers.

Davies & Metcalfe Limited: Cones.

Rivet, Bolt & Nut Co. Ltd.: Bolts and nuts.

Talbot-Stead Tube Co. Ltd.: Steel tubes.

General Electric Co. Ltd.: Condensers.

Robert Hyde & Son Ltd.: Cast-steel axlebox bodies.

Automotive Products Co. Ltd.: Cylinder valves.

London Zinc Mills Limited: Non-ferrous metals.

Caprotti Valve Gears Limited: Locomotive spares.

John Spencer & Sons (1928) Ltd.: Side bearing-springs.

Morgan Crucible Co. Ltd.: Carbon brushes.

Railway Stock Market

Because of moderate improvement of business there has been a better trend in the stock and share markets. Home railway stocks were good, and at the time of writing have shown a widespread rally, although gains on balance were mostly small. Sentiment remained under the influence of the good impression created by the speeches at last week's function in celebration of the coming of age of the four main-line railway groups. In particular, the three-point programme for peace-time advocated by Sir Ronald Matthews, Chairman of the L.N.E.R., attracted favourable comment in the City, as it emphasised the desire of the railways to be able to pay a reasonable return on invested capital. The speeches at this function have tended to increase the belief that the railways and their stockholders will be treated fairly in any post-war arrangements affecting transport. Not only have views as to the long-term outlook influenced railway stocks, but near-term factors also induced better demand. The approach of the dividend season not unnaturally has been inclined to draw wider attention to the generous yields still obtainable on railway stocks, but has also tended to emphasise that, during the currency of the fixed-rental agreement, dividends at around the rates paid for 1942 can be considered as virtually guaranteed by the Government. Consideration of movements in railway stocks in the past two years shows that they have moved fairly closely with the surrounding trend of the stock and share markets. This applies particularly to the ordinary or junior stocks. In common with industrial shares

and other equity securities they have again recorded improvement on balance for the year, although best prices touched in the past twelve months have not been held. On the other hand, current prices are well above the lowest recorded in 1943. The table below gives a number of prices ruling at the end of 1941 and 1942, together with current levels.

| | End 1941 | End 1942 | Current price |
|-------------------------|----------|----------|---------------|
| Great Western Ord. ... | 44½ | 58 | 62 |
| " 5% Pref. ... | 108 | 113½ | 116½ |
| L.M.S.R. Ord. ... | 18½ | 28½ | 33½ |
| " 1923 Pref. ... | 52 | 63½ | 62 |
| L.N.E.R. 2nd Pref. ... | 20½ | 32½ | 34½ |
| " 1st Pref. ... | 51 | 62½ | 61 |
| Southern Def. Ord. ... | 16 | 23½ | 25½ |
| " Pfd. Ord. ... | 64 | 75½ | 76 |
| Lond. Transport " C ... | 40 | 55½ | 64½ |

In the case of Great Western ordinary, extreme prices in 1943 were 65½ and 57½, respectively. Those for L.M.S.R. ordinary were 34½ and 28, those for L.N.E.R. second preference 36½ and 30½, and in the case of Southern deferred the year's highest and lowest were 26½ and 20½. The fact that, as shown in the above table, the junior stocks have recorded gains on balance for the year does not reflect any substantial improvement in demand on yield considerations, but in a large measure has been a reflection of the upward trend in equity securities generally. Nevertheless, yields on railway junior stocks remain the most generous obtainable on any group of equity securities with an active market. Sooner or later, it would seem, there is likely to be larger demand for these stocks, bearing in mind that the pessimistic views current in

the market as to the post-war outlook for the railways and their stockholders appear to have been dispelled in recent months. As usual, home railway prior charges have been influenced largely by the trend in gilt-edged, although in recent weeks they have tended to come in for increased demand in view of the fact that yields compare favourably with those on many other front-rank investments. Great Western 4 per cent. debentures, whose highest and lowest prices in 1943 were 118 and 107½, are now 114½; and Southern 4 per cents. (1943 extremes 117½ and 106) are 112.

The better tendency in Argentine railway stocks recorded a week ago has been maintained, but business has been on a small scale. Elsewhere, Canadian Pacific were inclined to improve, although there are doubts whether dividends will be resumed at this stage in view of the conservative financial policy being followed. Particulars are given below of prices for various foreign and overseas railway stocks ruling at the end of 1941 and 1942, together with those now current.

| | End 1941 | End 1942 | Current price |
|----------------------------|----------|----------|---------------|
| B.A. Gr. Southern Ord. ... | 10½ | 12½ | 14½ |
| " 5% Pref. ... | 27 | 29½ | 28 |
| B.A. Pacific 4% Deb. ... | 68½ | 72 | 70½ |
| B.A. Western Ord. ... | 8 | 12½ | 12½ |
| " 4½% Pref. ... | 21 | 29 | 28½ |
| Canadian Pacific ... | 11½ | 17 | 16½ |
| Cent. Argentine Ord. ... | 7½ | 8½ | 9½ |
| " 6% Pref. ... | 25 | 27 | 29½ |
| " 4% Deb. ... | 42½ | 44½ | 55½ |
| Entre Rios 1st Pref. ... | 12 | 16 | 15½ |
| Leopoldina 4% Deb. ... | 34½ | 52½ | 54 |
| San Paulo Ord. ... | 47½ | 58½ | 58 |
| Unt. Havana Deb. ... | 14 | 47½ | 29½ |

Traffic Table and Stock Prices of Overseas and Foreign Railways

| | Railways | Miles open | Week ending | Traffic for week | | No. of Weeks | Aggregate traffic to date | | | Shares or stock | Prices | | | | | | |
|-------------------------|-------------------------------|------------|-------------|------------------|-----------------------------------|--------------|---------------------------|---------------|----------------------|-----------------|---------------|--------------|---------------|--------------------|------|-----|---|
| | | | | Total this year | Inc. or dec. compared with 1941/2 | | Totals | | Increase or decrease | | Highest 1942 | Lowest 1942 | Dec. 28, 1943 | Yield % (See Note) | | | |
| | | | | | | | 1942/3 | 1941/2 | | | | | | | | | |
| South & Central America | Antofagasta (Chile) & Bolivia | 834 | 12.12.43 | 28,800 | — | £ 9,640 | 50 | 1,422,690 | £ 1,095,670 | + | £ 327,020 | Ord. Stk. | 14 | 7½ | 13½ | Nil | |
| | Argentine North Eastern ... | 753 | 18.12.43 | 15,252 | + | 3,504 | 25 | 351,402 | 331,740 | + | 19,662 | Ord. Stk. | 6½ | 3 | 7 | Nil | |
| | Bolivar ... | 174 | Nov., 1943 | 5,143 | — | 1,237 | 48 | 57,956 | 53,519 | + | 4,437 | 6 p.c. Deb. | 19½ | 10 | 21½ | Nil | |
| | Brazil ... | 2,807 | 18.12.43 | 109,800 | + | 1,600 | 25 | 2,315,400 | 2,232,300 | + | 83,100 | Ord. Stk. | 7½ | 4 | 7 | Nil | |
| | Buenos Ayres & Pacific ... | 5,080 | 18.12.43 | 184,440 | + | 5,460 | 25 | 3,598,020 | 3,562,500 | + | 335,520 | Ord. Stk. | 12½ | 7½ | 14½ | Nil | |
| | Buenos Ayres Great Southern | 1,930 | 18.12.43 | 60,240 | + | 4,020 | 25 | 1,276,000 | 1,256,240 | — | 20,220 | Ord. Stk. | 12½ | 6 | 12½ | Nil | |
| | Buenos Ayres Western | 3,700 | 18.12.43 | 167,628 | + | 17,862 | 25 | 3,444,618 | 3,150,582 | + | 294,036 | Ord. Stk. | 9½ | 4½ | 9½ | Nil | |
| | Central Argentine | Do. | ... | 33,159 | + | 6,440 | 24 | 764,614 | 531,557 | + | 230,057 | Ord. Stk. | 8 | 4 | 5½ | Nil | |
| | Cent. Uruguay of M. Video | 972 | 11.12.43 | 19,893 | + | 6,310 | 21 | 114,386 | 64,960 | + | 49,426 | Ord. Stk. | 16½ | 11 | 15 | Nil | |
| | Costa Rica ... | 262 | Nov., 1943 | 25,000 | + | 8,470 | 44 | 243,607 | 173,705 | + | 69,902 | 1 Mt. Db. | 90½ | 89 | 93½ | 6½ | |
| | Dorada ... | 70 | 18.12.43 | 19,722 | + | 1,512 | 25 | 487,278 | 459,234 | + | 28,044 | Ord. Stk. | 33 | 4½ | 7 | Nil | |
| | Entre Rios ... | 808 | 18.12.43 | 22,700 | + | 2,100 | 51 | 859,700 | 607,600 | + | 252,100 | Ord. Sh. | 9½ | 9½ | 30½ | Nil | |
| | Great Western of Brazil | 1,030 | 18.12.43 | \$565,434 | + | \$83,910 | 47 | \$6,589,280 | \$5,554,318 | + | \$1,034,962 | Ord. Sh. | 14 | 5½ | 2 | Nil | |
| | International of Cl. Amer. | 794 | Nov., 1943 | 7,545 | — | 1,340 | 48 | 90,905 | 80,810 | + | 10,095 | 1st Pref. | 11½ | 5 | 87½ | Nil | |
| | Interoceanic of Mexico | 22½ | Nov., 1943 | 40,745 | — | 9,035 | 51 | 1,806,933 | 1,540,625 | + | 266,308 | 5 p.c. Deb. | 6½ | 3½ | 6 | Nil | |
| | La Guaira & Caracas ... | 1,918 | 18.12.43 | 40,745 | — | 9,035 | 51 | 1,806,933 | 1,540,625 | + | 266,308 | Ord. Stk. | 6½ | 3½ | 6 | Nil | |
| | Leopoldina ... | 483 | 14.12.43 | ps. 378,200 | + | ps. 116,700 | 24 | ps. 9,583,500 | ps. 6,842,200 | + | ps. 2,741,300 | Ord. Stk. | 1 | 1 | 1 | Nil | |
| | Mexican ... | 319 | Sep., 1943 | 16,809 | + | 3,925 | 45 | 47,924 | 35,992 | + | 11,932 | Ord. Stk. | 77½ | 3½ | 72½ | Nil | |
| | Midland Uruguay | 382 | 15.12.43 | 6,875 | + | 2,265 | 50 | 153,943 | 182,165 | + | 28,222 | Ord. Sh. | 53 | 40 | 69½ | 8½ | |
| | Nitrate ... | 274 | 17.12.43 | \$53,039 | + | \$17,319 | 25 | \$1,302,418 | \$941,573 | + | \$360,848 | Pr. Li. Stk. | 19½ | 5½ | 11½ | Nil | |
| | Paraguay Central | 1,059 | Nov., 1943 | 10,629 | + | 26,995 | 22 | 521,655 | 414,622 | + | 107,033 | Pref. | 59 | 41 | 59½ | 3½ | |
| | Peruvian Corporation | 100 | Oct., 1943 | c 67,000 | + | c 14,000 | 17 | c 335,000 | c 236,000 | + | c 99,000 | Ord. Stk. | 41½ | 23½ | 22½ | Nil | |
| | Salvador ... | 153½ | 12.12.43 | 51,421 | + | 13,081 | 50 | 2,207,190 | 1,851,324 | + | 355,866 | Ord. Sh. | 8½ | 2½ | 4 | Nil | |
| San Paulo ... | 160 | Nov., 1943 | 5,250 | — | 313 | 21 | 27,500 | 25,403 | + | 2,097 | Ord. Sh. | 8½ | 2½ | 4 | Nil | | |
| Taita ... | 1,301 | 18.12.43 | 39,919 | — | 21,800 | 25 | 1,131,719 | 1,065,020 | + | 66,699 | Ord. Stk. | 8½ | 2½ | 4 | Nil | | |
| United of Havana | 73 | Sep., 1943 | 1,283 | — | 176 | 13 | 4,110 | 3,305 | + | 805 | — | — | — | — | — | — | |
| Uruguay Northern | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| Canada | Canadian Pacific | 17,034 | 14.12.43 | 1,208,000 | + | 112,400 | 50 | 56,409,200 | 48,650,200 | + | 7,759,000 | Ord. Stk. | 16½ | 9½ | 16½ | Nil | |
| | Barsi Light ... | 202 | Aug., 1943 | 15,285 | + | 2,003 | 22 | 107,055 | 76,587 | + | 30,468 | — | — | — | — | — | — |
| | Bengal-Nagpur ... | 3,267 | Oct., 1943 | 1,001,025 | + | 138,600 | 30 | 7,209,525 | 6,162,825 | + | 1,046,700 | Ord. Stk. | 102½ | 88 | 102½ | 3½ | |
| | Madras & Southern Mahratta | 2,939 | 10.10.43 | 247,050 | — | 107 | 28 | 5,325,600 | 4,541,813 | + | 783,787 | Ord. Stk. | 105½ | 87 | 107½ | 6½ | |
| India | Southern Indian | 2,349 | 31.10.43 | 203,479 | + | 17,598 | 30 | 4,214,375 | 3,709,442 | + | 504,933 | Ord. Stk. | 103½ | 88½ | 105½ | 4½ | |
| | Egyptian Delta ... | ... | 31.10.43 | 22,313 | + | 5,063 | 32 | 314,521 | 241,710 | + | 72,811 | Prf. Sh. | 5½ | 1½ | 4½ | Nil | |
| | Manila ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Midland of W. Australia | 277 | Oct., 1943 | 33,998 | — | 1,095 | 17 | 135,691 | 119,414 | + | 16,277 | B. Deb. | 44 | 35 | 42½ | 6½ | |
| | Nigerian ... | 1,900 | 25.9.43 | 67,776 | — | 9,439 | 25 | 1,67,044 | 1,489,022 | + | 188,022 | Ord. Stk. | ... | ... | ... | ... | |
| | Southern Africa ... | 13,291 | 30.10.43 | 825,805 | + | 44,197 | 31 | 25,562,333 | 23,650,797 | + | 1,991,653 | Ord. Stk. | ... | ... | ... | ... | |
| Victoria | Victoria ... | 4,774 | July, 1943 | 1,404,891 | + | 86,055 | — | — | — | — | — | — | — | — | — | — | |

Note. Yields are based on the approximate current prices and are within a fraction of ½. Argentine traffic is given in sterling calculated @ 16½ pesos to the £. Receipts are calculated @ 1s. 6d. to the rupee. \$ ex dividend

14½
 28
 70½
 12½
 28½
 16¼
 9½
 29½
 55½
 15½
 54
 58
 29½

£